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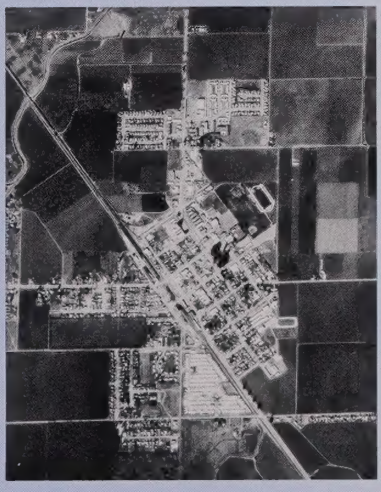
Vol. 19, No. 7 JANUARY 1977

Transit-Times

INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY
FEB 1977
UNIVERSITY OF CALIFORNIA

AC Transit expands In Eastern Contra Costa County



Our 'Stockholders' Write

I would like to register a letter of approval and praise for the professional work of *Lucius Lee Jr.* While riding the 51 College Ave. bus it was uplifting to witness this man doing his job so thoroughly.

He treated *all* passengers with respect and courtesy. He also enforced the no smoking regulation with intelligence to the less respectful passengers on the bus.

It was refreshing to see someone do their job well and to care about people. It makes a difference!

Dolores Dwyer
Oakland

* * *

I am writing this letter to express my interest and appreciation toward the AC Transit bus system.

In 1972 I moved here without a car. I found at that time that the bus system was greatly efficient in the East Bay and to West Bay connections. In 1974 I moved to Denver, Colorado and...upon returning here in the spring of this year, I found the AC Transit bus fare had, unlike almost all other accommodations, not jumped fantastically in price.

So I thank you for each 25 cent fare on the best line I have encountered.

Leslie R. Fisher
Berkeley

* * *

I am a frequent traveler on AC Transit and have had the opportunity to meet many of your drivers. I always have been treated well and offered any help necessary to make traveling easier. Courtesy and cooperation must be key words with your drivers.

I would like to recommend a special commendation for one of your drivers. His name is *Richard Ledward* and he must be one of the best drivers with your company. Of course he is a careful and courteous driver, but he goes further. He is friendly, too.

Thank you for having such nice drivers and good service.

Ethel Hudson
Alameda

* * *

Not long ago, I was a passenger aboard AC Transit and I was very impressed by the driver. He seemed to have complete control of everything and, to top this off, he is probably the most courteous and resourceful bus driver I have ever encountered not only in California, but in my home state of Hawaii as well.

As we say in Hawaii, MAHALO NUI LOA (thank you very much)!

Kalowena Ching
Honolulu

* * *

First of all, let me say thank you for the new Moraga-Orinda bus service.

A special thank you for having *Louis Fontaine* as a driver on this bus route. He is a courteous and careful driver. And he's especially nice to children and senior citizens.

Again, thank you for the good service from AC Transit and for drivers like Mr. Fontaine.

Josephine Cloonan
San Francisco

JUDGE Robert A. Bancroft, right, administers oath of office to re-elected incumbent Board members during recent ceremonies. Sworn in from left with hands upraised are William E. Berk, Roy Nakadegawa and Ray Rinehart. Observing from left are Directors Kimi Fujii, John McDonnell, Chester C. McGuire Jr. and William J. Bettencourt.

Three directors take oath of office, President, Vice-President chosen

John McDonnell of Oakland, one of the veteran business leaders involved in the formation of AC Transit 20 years ago, will serve as president of the Board of Directors during the year.

John McDonnell

McDonnell was elected by fellow Board members at the first meeting of the year this month. He succeeds Kimiko "Kimi" Fujii of Hayward, first woman member of the Board, who served two terms as president.

Elected as vice-president was Roy Nakadegawa of Berkeley, a senior civil engineer for the City of Richmond, who first was elected to a directorship in November, 1972.

Roy Nakadegawa

Election followed the swearing in of three incumbent directors elected to office in the last general election. Sworn in by Alameda County Superior Court Judge Robert A. Bancroft were Ray Rinehart of Oakland, certified public accountant, director at large; William E. Berk, well known plumbing contractor of Richmond, and Nakadegawa.

Judge Bancroft, at one time a member of the BART board, commented it was a pleasure to have officiated at the ceremonies as he and his daughter rode AC Transit and found the service fast, and efficient and the drivers friendly and courteous.

Directors praised

AC Transit operations are a tribute, he added, to management and to the Board of Directors.

"It's nice to see public servants so dedicated and so committed and who give so much to the community," Judge Bancroft said.

One of the men responsible for securing better transportation on the east side of San Francisco Bay, McDonnell has been a member of the Board since the District was created by voters in 1956.

McDonnell previously served as president in 1967-68.

DRIVER Ron Freund leads commuters and ad hoc AC Transit band in carols marking the Holiday Season.

Employees lead commuters in caroling

The Transbay Terminal in San Francisco came alive with a festive holiday spirit in December, as hundreds of homeward bound commuters joined voices in caroling led by AC Transit personnel.

The annual party, complete with music, Santa Claus and elfin beauties handing out candy canes, is the District's way of thanking transbay riders for their patronage and wishing the season's best.

Driver Ronald Freund led the band and crowd in a two-hour evening commute sing-along, with such favorites as "Joy to the World" and "Silent Night."

The band was comprised of fellow bus drivers, including Chester B. Anderson, H. R. "Rocky" Shore, Joe H. Troutt, Ken C. Eline, Leon Pryor and A. J. Berner.

Their rendition of "Here Comes Santa Claus" proved prophetic as, much to the crowd's delight, Santa made his appearance while commuters joined in his lyrical welcome.

Youngsters, and even a few oldsters, sat on Santa's lap to make their Holiday Season wishes known.

This particular Santa is well accustomed to hearing such requests, as 1976 became the 43rd year Richmond Division Superintendent Nick Alevizos has played the role.

Assisting Santa and the band in spreading cheer were Florene Braneon and Evelyn Frese, Transit Information operators, who mingled as candy cane elfs.

United Way donations drop

AC Transit employee contributions to the United Way Campaign dipped slightly during 1976, when compared to donations made the year previous.

Percentage of employees participating dropped 10 percent, from 62 percent who donated in 1975 to 52 percent in 1976.

Total donations amounted to $20,939.78 last year, a drop of .7 percent from the $21,104 contributed in 1975.

Transbay Terminal policies advanced

AC Transit directors have voted to support policy recommendations concerning development of a new metropolitan bus transit center in San Francisco for consolidation of commuter, long-haul bus transit and airporter service.

The center is proposed on the site of the present Transbay Transit Terminal, First and Mission Sts.

Over 2,000 commuter buses would be traveling into the center by 1995, studies conclude, more than doubling the present capacity for coaches.

In approving "a Study to Establish Policies and Development Guidelines for the San Francisco Bay Area Transportation Terminal Authority," directors added this recommendation:

- The concept of a reasonable limit in the size of the terminal facility should be introduced due to funding and efficiency levels. Satellite terminals need to be explored as a means of handling future commuter growth from Marin and San Mateo counties.

The extent of highrise construction over the terminal was minimized in the guidelines because of economic conditions and forecast.

Also downplayed was the necessity of a subterranean connection to BART and extension of Southern Pacific rail service to the terminal.

Directors recommended any S.P. extension should be a separate study.

The Board also found improved access between the terminal and BART might be achieved at street level.

The study made these points:

- Provide for other bus requirements such as tour operators.
- Access to the peninsula freeway system is essential to the project.
- Provide for convenient transfer to local transit service.
- Bus storage will be provided in San Francisco as part of the project for commuter transit operations.
- Facilities will be provided to insure continuous operation of present transbay bus services during construction.
- Seek means of funding both capital and operation requirements which minimize the pressure to increase the "fare box" cost of public mass transit.
- In financing the project, minimize the level of debt service which would need to be off-set by regional or local operating funds or which would need to rely on local tax.

Guidelines also cover facilities for the handicapped and for the comfort and convenience of patrons, and provide for the use of bicycles and other items to avoid congestion and provide pleasant surroundings.

As the next step, the San Francisco Bay Area Transportation Terminal Authority is scheduled to seek a consultant to do architectural and environmental studies, will pursue funding, and seek agreement with operators who will use the terminal.

These proceedings are expected to take two years.

Findings of a study by the Regional Plan Association of New York should be taken into consideration as the project of developing a new transit terminal in San Francisco moves along, in the opinion of AC Transit Directors.

The New York study concluded the solution to urban transit problems is in bringing about changes in land use policy and not in devising new forms of transit.

Concentrating jobs and services in compact downtown areas — especially around bus and rail stops — does more to encourage use of transit than does lowering fares and improving service, the study concluded.

'Determine fairness' the

Investigating charges of personal or property damage caused by AC Transit falls within the realm of the Claims Department, which is mandated to justly resolve such claims.

Ozro D. Gould, Claims Department manager since 1968, believes the esteem AC Transit holds with the public is in part testified to by a high rate of amicably settled claims.

Whenever anyone feels he or she has been injured by the District, it is the Claims Department which steps in to investigate validity of the allegation.

In an average year, approximately 2,500 initial contacts are made by persons who feel AC Transit has wronged them. Complaints can vary from a scratched bumper to personal injuries which allegedly happened at the hands of AC Transit.

Thorough investigation

"A thorough investigation and honest analysis of the results are what the public demand. That's precisely what we hold as our top priority," Gould related.

"Only about 25 cases a year actually go to trial, and that includes both Superior and Municipal court. All the rest are settled solely between us and the individuals or their attorneys," Gould continued.

Considering the scope of AC Transit contact with the public — carrying some 58,000,000 passenger trips last year in a 600 square mile service area — it's a source of satisfaction to Gould that difficult cases are so few.

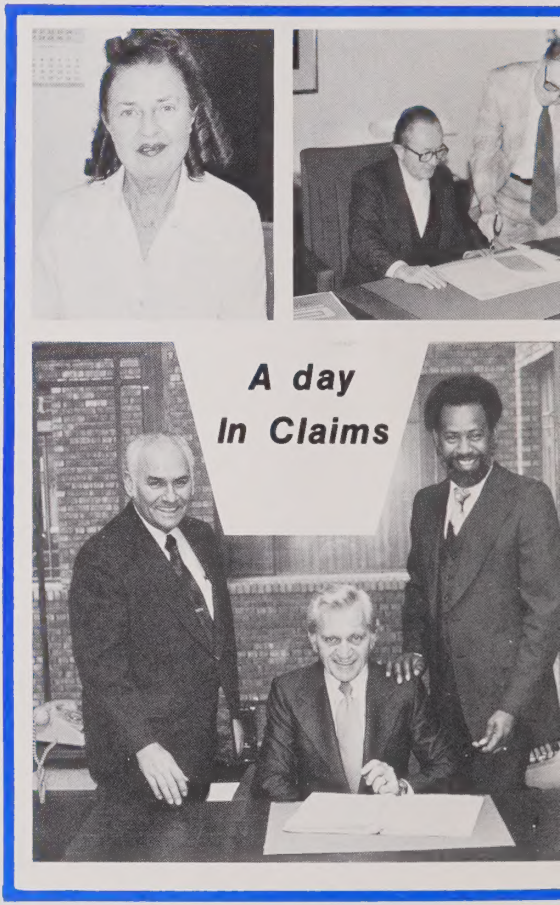
He attributes much of the success of the Claims and Legal Departments to the "excellence of AC Transit's maintenance and safety programs."

The Claims Department works closely with the Legal Department, supervised by Chief Trial Attorney Richard Meier, to assure compliance with state and federal statutes.

Just as the District is obligated to protect taxpayer interests in those cases which seek redress from AC Transit, the Claims Department also is quick to say "we were wrong" when the facts so indicate.

"We settle from 600 to 650 cases out of court every year in which the District has an obligation."

Of those few cases which do go to trial, "we win about 50 percent outright with the remainder getting a



Claims Department motto

judgement lower than the settlement offered. Only about two or three times a year is there a judgement higher than what we had offered," Gould said.

Beyond defending the District against claims which the department concludes are unjustified, the department also collects an average of more than $100,000 annually for damage to AC Transit property and for Worker's Compensation subrogations.

Assisting Gould in the department is Robert Gettys, assistant claims manager. Prior to joining AC Transit, both Gould and Gettys had a life-long background in claims investigation with insurance companies.

Immediately before coming to AC Transit, Gould served as the top claims executive for Greyhound Bus Lines, based in its New York headquarters.

Investigating claims are Frank Gardin, claims supervisor; Leon Maddox, senior adjuster; Bill Kelly, adjuster and Albert Turegano, adjuster.

A third major duty of the Claims Department is disposition of Worker's Compensation claims filed by employees.

Gould strives for a harmonious relationship between employees who have filed and the investigation process.

Prompt payment

"Most of the time we're in agreement with the employee. And we're never late with that check — not many companies can say that," Gould pointed out.

In fiscal 1974-75, some 712 such cases were reviewed with $256,000 in benefits paid. The following year, cases jumped to 877 with $373,000 in payments authorized.

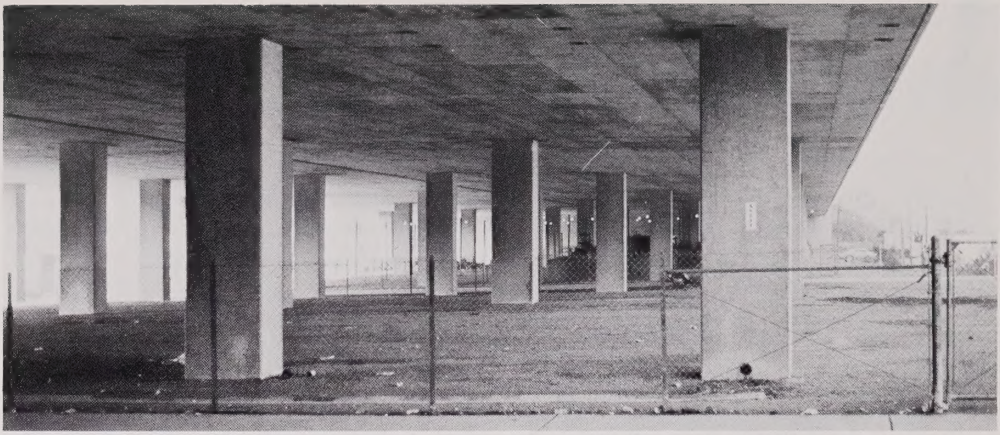
"We're happy with the job we're doing in this area particularly because we have good people to do it, Carolyn Litster and Carol Twining," Gould said.

Gould makes use of his former employer, Greyhound, to commute to his Sacramento home where he resides with his wife, whose interest in legal matters surpasses his own.

His wife, Frances Newell Carr, is a sitting jurist of the Sacramento County Superior Court.

And no, laughed Gould, AC Transit cases are never tried before his wife, the judge.

CLAIMS adjusters in lower picture left are seen prior to remarks made by Senior Adjuster Leon Maddox, center, on an ongoing case. At his left is Adjuster Albert Turegano who works with Adjuster Bill Kelly. Above left, Carolyn Litster, is seen analyzing a Worker's Compensation claim filed by an employee while Claims Manager Oz Gould, seated in center photo, plans the day's schedule with Assistant Manager Bob Gettys. Frank Gardin, claims supervisor, hits the books — in this case law books pertinent to public entities — in picture above, before meeting with the department's claims adjusters.



FUTURE PARK AND RIDE FACILITY—These two blocks under Highway 580 at Fruitvale Ave. in Oakland will provide parking for 160 vehicles when opened next year.

'Park and Ride' set for East Oakland

A new Park and Ride facility will be opened by CALTRANS under the Interstate 580/MacArthur Freeway overpass at Fruitvale Avenue in East Oakland as a convenience for AC Transit riders using various bus lines in the area.

With opening scheduled for Jan. 1, 1978, passengers will be able to park free all day and make use of bus service for the completion of their trip.

The facility will provide convenient access to Line N-San Francisco, which provides a direct express commuter service between Fruitvale Avenue and San Francisco.

Cost of the project, including development, operation and maintenance as well as funding all utilities, will be born by CALTRANS.

The Diamond Merchants Association, which had worked with AC Transit and the City of Oakland for the project's implementation, will landscape the area.

THE COVER — The aerial photographer captures portions of Pittsburg and Antioch from a bird's eye view, as well as Brentwood in lower picture. These communities are scheduled to receive AC Transit bus service beginning June 6. Service will be operated under contract between AC Transit and the Eastern Contra Costa County Transit Authority; with two lines serving Pittsburg, two routes in Antioch and one in Brentwood. Buses will run only in midday hours in Brentwood every 90 minutes. Hourly headways will be in effect during commute and midday hours in Antioch and Pittsburg. The Transit Authority is responsible for setting hours, frequency and fare structure.

Safe driving goal Beaten in November

All divisions beat the safe driving goal for the month of November, in terms of miles driven per accident. With a goal of 13,250 miles per chargeable accident, the District-wide average for November was 16,870.

Newark Division tallied 61,496 miles while Richmond Division drivers scored 18,605.

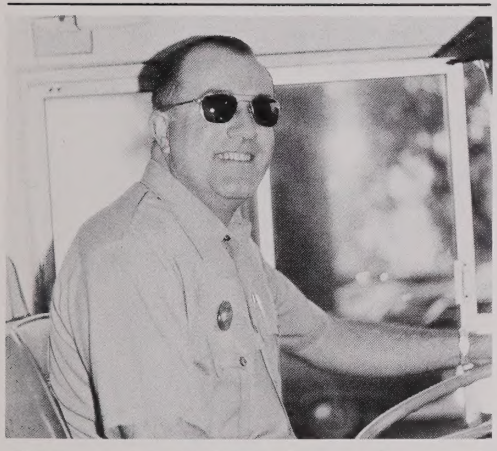
During November, Emeryville Division achieved 16,319 miles and Seminary Division marked up 14,885 miles driven per chargeable accident.

SAFE driving for 25 years without a chargeable accident is applauded by Transportation Manager J. Dale Goodman as he presents the 25-year pin to Operator Leslie Butler.

Butler joins 25 year Safe Drivers

That elite group of drivers who have reached 25 years of driving without a chargeable accident has grown to 18, with the addition of Leslie R. Butler.

Butler, who began his career as a streetcar operator 35 years ago, was honored Dec. 6 at Seminary Division amid the congratulations of friends and co-workers.



FIRST SPAB BUS ROLLS — Gordon P. Dupree, Jr., Seminary Division, operates first special charter bus to roll under new State mandated Student Pupil Activity Bus (SPAB) requirements which became effective Jan. 1, 1977. The new law requires that charter coaches for school age children must meet strict safety requirements and both driver and bus must be certified by the California Highway Patrol.

J. Dale Goodman, transportation manager, pointed to Butler as one of the District's "unsung heroes" who make AC Transit a success. Butler's record of safety and attendance provides operators with a guideline for excellence, Goodman said.

Key System veteran

Butler, a native of Sacramento, was born on Jan. 23, 1912. A year after going to work for Key System in 1939, he transfered to bus operations in Emeryville Division.

During World War II, Butler operated the Richmond Shipyard trains, but returned to buses after the conflict's end.

He transferred to Seminary Division when it opened in 1948 and has remained there ever since.

He has had only seven "misses" in his career.

Butler became a widower in February after the loss of his wife, Marie, following 40 years of marriage. A resident of Oakland, Butler has one son, Leslie, and is a grandfather.

On December 27, 1976 a letter of complaint was published in the Oakland Tribune against AC Transit drivers. That letter appears below — as do reaction from another Tribune letter writer and the Oakland Tribune itself.

About those Drivers...

EDITOR: What is wrong with the bus drivers in the Eastbay? More than a dozen times, I and members of my family have come too close to being hit by one of the AC Transit buses.

They always use two lanes when driving down a street and they never seem to take into consideration that there are other drivers on the street with them.

Very seldom do they use signals when changing lanes and I don't think they ever bother to look at traffic beforehand.

This state should either bring in stricter licensing requirements or get very small 10 passenger buses so that no one will be injured by inexperienced drivers.

PAULA YORK
Albany

(Editor's Note: Give the drivers a break. Most of them are good drivers. Have you ever tried to maneuver one of those behemoths through city streets?)

EDITOR: You published a letter in which a motorist berated AC Transit and the bus drivers. I believe that writer was completely in error about every issue mentioned.

I ride at least 20 buses each week. Not only has every driver been courteous and a careful pilot, many of them actually go out of their way to provide services above and beyond.

I think AC is great and a real bargain to boot. Clean, well maintained equipment and one heckuva lot of super and friendly drivers!

ERNIE ZICKRICK
San Leandro

(Editor's Note: AC drivers should be applauded for a hard and nerve-racking job.)

Three pensioners taken by death

Emil Scala, former mechanic and a past vice-president of Amalgamated Transit Union Local 192, died Jan. 14.

Scala, 74, had been in retirement since Feb. 1, 1967.

He joined AC Transit's predecessor company on Jan. 6, 1944 and worked in the Maintenance Department as a mechanic until taking a leave of absence to serve as a union officer in 1947.

From 1947 until his retirement, Scala held the union position of vice-president/business agent for the Maintenance Department.

A resident of Newark, Scala is survived by his widow, Gertrude, and a son, David.

Retired mechanic Luther C. Brown died suddenly Nov. 11.

Brown, 67, began his career on Oct. 23, 1946 and was stationed at Seminary.

He is survived by his widow, Evelyn; five sons, Phillip, Paul, Wayne, James and Timothy and two daughters, Judy and Barbara.

Former stores clerk Sydney Patton passed away Oct. 30.

Patton, 94, retired on April 1, 1947 after having worked from July 16, 1923.

He is survived by a son, Lawrence G. and a daughter, Mildred E. Tissot.

November Financial Report

Passenger Trips	Nov. 1976	Nov. 1975	% Change
East Bay	3,768,211	3,603,201	4.6
Transbay	1,116,119	1,038,159	7.5
Fremont/Newark	98,697	66,983	47.3
Contract Services:			
BART	95,712	61,756	55.0
Concord	47,106	32,564	44.7
Pleasant Hill*	11,268	—	—
Moraga**	10,580	—	—
Total	5,147,693	4,802,663	7.2
Fare Revenue			
East Bay	$ 720,592	$ 684,442	5.3
Transbay	560,235	529,429	5.8
Fremont/Newark	18,208	12,764	42.7
Contract Services:			
BART	31,075	22,063	40.8
Concord	7,855	5,496	42.9
Pleasant Hill*	1,529	—	—
Moraga**	1,686	—	—
Total	$1,341,180	$1,254,194	6.9
Service Miles			
East Bay	1,401,142	1,336,276	4.9
Transbay	777,246	732,072	6.2
Fremont/Newark	110,394	69,421	59.0
Contract Services:			
BART	142,469	136,769	4.2
Concord	42,957	35,845	19.8
Pleasant Hill*	9,896	—	—
Moraga**	15,020	—	—
Total	2,509,124	2,310,383	8.6

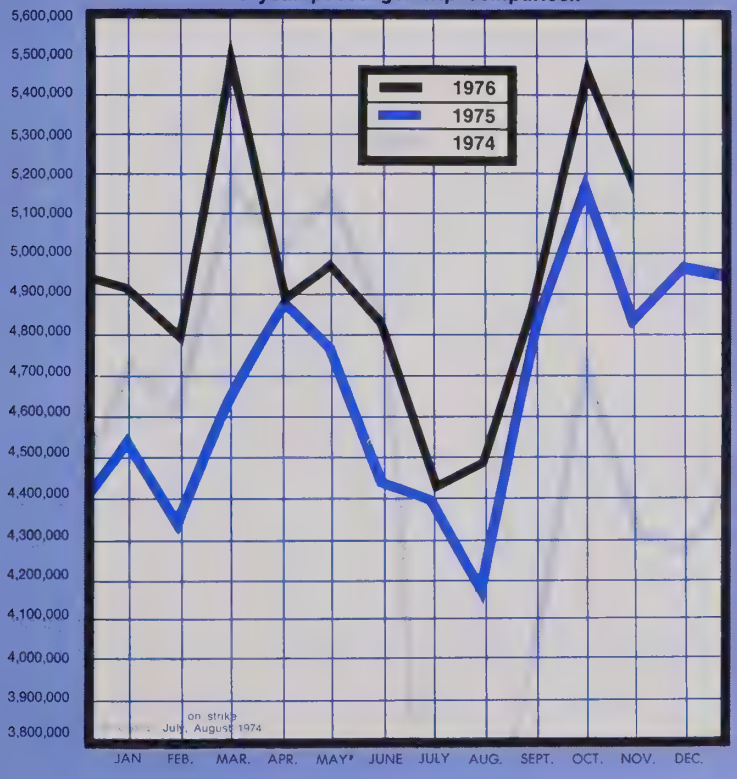
*Contract service in Pleasant Hill inaugurated Dec. 8, 1975
**Contract service in Moraga inaugurated Sept. 13, 1976.

Total operating expense, including interest on bonded debt and principal on bonded debt, for November, 1976 was $4,517,834 while operating income was $1,619,876. Total income, including subsidies from property taxes, sales taxes and Federal aid, amounted to $4,413,199 and left a deficit of $104,635 in meeting full bond debt requirements and operating costs.

Contract services are being paid for by the communities involved.

Nationally, the transit industry showed an increase of 3.51 percent in total passengers carried.

3 year passenger trip comparison



Actions of the Board

At an adjourned regular meeting December 29, the Board of Directors:

- Authorized General Manager to travel to Scottsdale, Arizona to attend Annual APTA Management Seminar and one management executive to travel to Washington, D.C. to attend Annual Meeting of Transportation Research Board, on motion of Director McDonnell.
- Authorized General Manager to request proposals from consulting firms for analysis of needs of the elderly and handicapped and a cost/benefit analysis to assist in evaluation of alternatives, subject to MTC funding approval, on motion of Director Rinehart.
- Authorized selected trips on Line 18-Lakeshore-Park Blvd., Line 53-Fruitvale Ave., Line 59/76-Montclair and Line 64-23rd Ave.-San Jose Ave.-Alameda be discontinued at earliest possible date, due to minimal patronage, on motion of Director Berk.
- Authorized supplementary service on Line 43A-Solano Ave. from University Village to Marin School to operate as regular service effective immediately and authorized on a trial basis a minor change in terminal layover of Lines 72 and Line L at Point Richmond, on motion of Director Berk.
- Authorized implementation of two additional Dial-A-Ride zones in Fremont/Newark, minor boundary changes in existing Dial-A-Ride zones and extension of Lines 211 and Line 212 to Ohlone College and frequency change from thirty minutes to hourly during weekday peak hours, on motion of Director Berk.
- Adopted policies for the future development of Transbay Terminal, on motion of Director Berk. (See story, Pg. 5)
- Authorized one new position and updating description of three existing positions in Purchases and Stores Dept., on motion of Director Nakadegawa.
- Authorized Board members and management to attend Port of Oakland 50th Anniversary Dinner, on motion of Director McDonnell.

Transit-Times

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ROY NAKADEGAWA ..... Vice President
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RAY RINEHART ..... Director at Large
WILLIAM E. BERK ..... Ward II
WILLIAM J. BETTENCOURT ..... Ward IV
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VIRGINIA B. DENNISON — Public Information Mgr
J. DALE GOODMAN — Transportation Manager
OZRO D. GOULD — Claims Manager
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LAWRENCE S. KURZ — Treasurer-Controller
ANTHONY R. LUCCHESI — Maintenance Manager
ROBERT E. NISBET — Attorney
STANLEY O. PEARCE — Superintendent of Safety and Training
LAWRENCE A. ROSENBERG — District Secretary and Administrative Projects Manager
WARREN E. ROBINSON — Transportation Engineer
ROBERT J. SHAMOON — Personnel Manager

* * *

At a regular meeting January 12, the Board of Directors:

- Elected John McDonnell president, on motion of Director Rinehart. (See story, Pg. 3)
- Elected Roy Nakadegawa vice-president, on motion of Director Rinehart. (See story, Pg. 3)
- Authorized two management representatives to travel to Washington, D. C. for purpose of expediting UMTA processing procedures and procurement of Federal Operating Assistance funds, and authorized one management representative to attend UMTA conference on charter regulations and to appear before UMTA to present District position on pending complaint concerning charter operations, on motion of Director Rinehart
- Authorized travel for Board members to attend 1977 Special Districts Presidents' and Board Members' Institute, on motion of Director Bettencourt.

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Transit-Times

AC TRANSIT

Bus washing and other procedures Help cut District water use by 1/3

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Our 'Stockholders' Write

I ride the AC Transit buses to work and to night school. It is pitiful to see juvenile delinquents cut up the beautiful seats and draw lewd and offensive pictures on backs of seats.

These repairs are expensive and this ups our taxes. How about all schools having meetings to inform the kids about the high cost of repairs and the taxes their folks have to pay for their wrong doings?

Betty Leuras
Alameda

(Ed. Note: AC Transit does have ongoing programs in the schools aimed at reducing vandalism on buses. One program, to which students are responding favorably, employs the assistance of two Oakland Raiders — Otis Sistrunk and Phil Villapiano — who visit schools regularly, particularly where problems have occurred.)

* * *

Recently I was en route to work on the Nimitz Freeway near the Albany exit. Through the quick thinking of one of your drivers a serious accident was averted.

A vehicle beside the freeway was on fire when your driver pulled his bus over to the side of the road and extinguished the fire with his fire extinguisher.

It's very reassuring to know that your drivers' interests go beyond the immediate scope of their job!

James F. Chakedis
Mayor
City of Pinole

I am writing this letter to commend one of your 37 Express drivers, *Mr. Harrey Asp.* I can't tell you how much his courtesy and thoughtfulness is appreciated by all those who ride with him.

He knows and genuinely appears to like all of his passengers and greets each one daily with a smile. On one occasion, even when spoken to abusively by a disgruntled passenger, he maintained his composure and replied with kindness and courtesy.

Each morning I look forward to a smiling face to greet me and a smooth, safe ride to Berkeley with a very distinguished gentleman.

Cynthia A. Melton
Oakland

* * *

Recently a large group of our children and teachers went to the pumpkin patch in Half Moon Bay on one of your charter buses. They had a delightful trip and were very pleased with the courtesy, interest and concern shown by the bus driver, *Dave Scheutte.*

Sister Ann Maureen
Director
St. Vincent's Day Home

* * *

This is a note of sincere appreciation for your company's policy of telling people how to take the buses to get around.

Every time I call I feel I'm treated as a human with needs.

It's services like these which, I think, encourage people to use mass transit. Thank you AC Transit.

Amey B. Shaw
Oakland

Reduce usage one-third

Water conservation underway

AC Transit is in the process of reducing its water usage by more than one third.

And even further reductions should be made through a Federal grant informally approved in record time by the Urban Mass Transportation Administration.

Recycling project approved

UMTA has indicated approval to fund 80 percent of the costs of a $100,000 project to recycle water used for washing buses at three divisions, General Manager Alan L. Bingham, told the Board of Directors this month. The approval was made by telephone on the same day it was requested.

Recycling equipment would be purchased and installed in bus washing racks at Emeryville, Seminary and Richmond Divisions. Two-thirds of the water being used to wash buses at the new Newark Division already is being recaptured and reused by the recycling method.

Under its new water saving program, AC Transit is washing buses two times a week instead of four times, saving 345,000 gallons of water monthly.

Steam cleaning of engines has changed from every 8,000 miles to 16,000 miles, saving another 141,500 gallons of water per month.

THE COVER — Emeryville Division bus is seen receiving a complete exterior washing via an automatic bus washing rack. The racks are used at all division sites, with the Newark Division rack already capable of using recycled water. A clean coach fleet is maintained through a rescheduled washing pattern, saving 345,000 gallons of water monthly.

Water savers were installed on all water hoses. All water facilities were checked for leaks, as was the volume of water being used in sanitary facilities.

Before the adjustments, water usage was 1,400,000 gallons per month. The new procedures are expected to result in a reduction of 34.8 percent.

Larson assumes top planning post, Named manager of research and planning

Donald S. Larson, since 1973 responsible for researching East Bay bus service expansion, has been appointed a top management executive for AC Transit.

Donald S. Larson

Larson, 35, assumes the position of manager of research and planning after having served as senior planning coordinator for four years.

He was active in planning such projects as implementation of Dial-A-Ride in Fremont and Newark, the recent El Sobrante Transit Needs Study, the current Berkeley Transit Coordination Study and experimental subscription bus service in Hayward's industrial area.

Larson began his career on May 22, 1961, rising through the ranks from his first position as traffic checker.

Experience extensive

Before Larson's appointment as senior planning coordinator on Jan. 1, 1973, he held such jobs as schedule analyst, supervisor of schedules and assistant superintendent of schedules.

A native of Oakland, Larson attended the University of San Francisco before joining AC Transit.

He resides in Pleasanton with his wife, Janet, and children; Paul, Stanley, Peter, Michael, Kenneth, Matthew and Christina.

SAFE drivers Grant W. Hastie and Thomas R. Brand receive their 25-year Safe Driving pins and arm patches from General Manager Alan L. Bingham. At left, Bingham awards the pin to Hastie and congratulates Brand at right.

Operators honored for quarter century Accident-free driving records

AC Transit has gained its 19th and 20th operators to have reached 25-years of driving without a chargeable accident, with the additions of Grant W. Hastie and Thomas R. Brand.

Both celebrated the occasion this month amid congratulations of family and co-workers in a ceremony at Seminary Division spotlighting the milestone.

General Manager Alan L. Bingham was present to award both with 25-year Safe Driving pins and arm patches, offering Hastie and Brand to younger operators as examples of persistent excellence.

Hastie, the 19th driver "to join the club," was born in Denver in 1916. He served in the Army Medical Corps during World War II and after his 1946 discharge joined Key System, AC Transit's predecessor, as a street car motorman.

He transferred to Seminary Division as a bus driver in 1948. Hastie earned his first-year Safe Driving award in 1949.

"As with most of our 25-year award winners, he has no passenger type accidents on his record," Stanley O. Pearce, safety and training superintendent, reported.

Hastie resides with his wife, Mamie, in San Leandro. They have two sons and six grandchildren.

Brand was born in Iowa in 1913 and began his career as a bus driver in 1946 at Emeryville Division, transfering to Seminary Division when it opened in 1947.

He earned his first-year Safe Driving recognition in 1948 and, like Hastie, has never had a passenger accident on his record.

Brand lives in San Leandro with his wife, Fidelis. The Brands are the parents of one son, Jon, who serves as vice-mayor of Laguna Beach.

All divisions beat Safe Driving goal During January

All divisions beat the safe driving goal for the month of January in terms of miles driven per accident.

With a goal of 13,250 miles per chargeable accident, the District-wide average for January was 19,762.

Newark Division tallied 88,348 miles while Richmond Division drivers scored 23,907.

During January Seminary Division achieved 18,527 miles and Emeryville Division marked up 17,221 miles driven per chargeable accident.

Conflict tackled in televised self-study

AC Transit drivers overwhelmingly approve a new program using staged video taped conflict situations as a means to ward off potential problems with passengers before they occur.

Highlight of the course is the often startling experience of seeing one's own performance in problem situations on the television screen.

A high percentage of drivers who have completed the eight-hour course indicate their relations with customers have improved.

"For instance, our operators have discovered that problems with school children have been improved by this program," reported J. Dale Goodman, transportation manager.

"Realizing that their own actions may aggravate or create a problem in the main benefit drivers gain from viewing themselves in role playing situations.

Cope more effectively

"In addition, role playing provides the driver with better understanding of a situation and he's therefore able to deal with it effectively.

"The majority of drivers indicate they've had no problems with passengers at all since taking the course," Goodman added.

"Is THAT the way I looked?" becomes the frequent cry after staged conflicts are played back.

It is through this self-study that drivers learn to identify conflict within themselves, analyze and resolve it, according to Instructor Ben Davis who teaches the eight-hour class.

Some 582 drivers of the District's 1,400 driver work force have completed the program. All are scheduled for attendance.

Up to 15 operators attend a session, which begins with self introductions followed by a definition of conflict given by Davis.

Davis asks drivers to write down problem areas they confront most often on the bus such as rowdy youngsters, transfer problems, smoking on buses, etc.

The problems are then placed on a blackboard and the class is open to informal discussion on ways to deal with them.

After a lunch break, drivers return for a summary of the morning's discussion on how problems have been met in the past.

Then the televised role playing begins.

Drivers are separated into groups of two or three and told to enact conflict situations which happen on a bus.

One driver may play himself while another will act the example of an obsterperous rider who refuses to pay a fare.

Davis contends a certain magic takes place when the tape is played back and drivers watch their own reactions for the first time.

"They realize that how they look often says more than the words they're speaking," he explained.

ROLE PLAYING of conflict situations is played back via video tape to drivers who acted out various problems encountered on a bus. Instructor Don Morgan guides class in constructive self-analysis toward less inner conflict and confrontation with others.

Affirmative Action pursues employee opportunity goals

Assuring a policy of equal opportunity for AC Transit employment and career advancement is the directive pursued by John Rose, who serves as the District's Affirmative Action representative.

Beyond equal access, that directive includes a goal of bringing more females and minorities into the work force and decision making levels.

Rose devotes his efforts full-time to overseeing these policies, which were updated through a written plan adopted by AC Transit on July 1, 1975.

AC Transit had always been an Equal Opportunity Employer — stimulating the East Bay economy through availability of jobs regardless of heritage, Rose pointed out. The plan adopted in 1975 aggressively seeks advancement of groups which may have lagged behind in the work force.

As an employee who began his career in East Bay public transit 25 years ago and advanced through the ranks beginning as a bus operator, Rose has intimate knowledge of personnel matters, particularly the employment and promotional process.

Conference input

In 1973, Rose represented AC Transit in an Urban Mass Transportation Administration conference in Washington, D.C. on Equal Opportunity in public transit agencies.

Armed with input from that conference and recommendations from a Berkeley consultant firm, Rose drafted a proposed policy statement which became the basis for Affirmative Action plan.

Rose was named to preside over the plan's implementation on the day it was adopted. Although his title and day-to-day activities changed, the circles he moves in haven't.

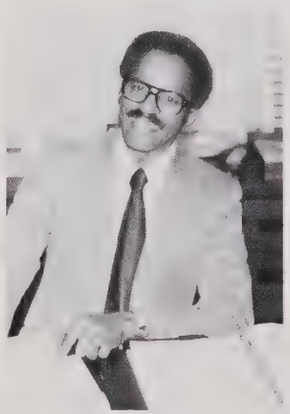
Before his appointment as Affirmative Action supervisor, Rose served as employee relations representative and accustomed himself well to working on personnel matters.

Receiving complaints of alleged discrimination are among Rose's duties. Complaints can come from both within AC Transit and outside.

"Each complaint is investigated on an individual basis. An attempt is made to satisfactorily resolve it before help is sought from outside agencies," Rose explained.

Employee opinion on direction of the program is solicited through the Employee's Affirmative Action Advisory Committee, which was established on April 24, 1975. "It provides two way communication and suggestions on various aspects of the program," he added.

The committee, with an authorized membership of 20, draws its members from throughout AC Transit, with emphasis on minority and female participation.



AFFIRMATIVE Action Employees Advisory Committee meetings have their lighter moments, too, as indicated at top left, by smile of member John Wesley. In center top, secretary Donn Desboine is seen about to record a motion while chairman Edward Billie and Affirmative Action representative John Rose look on. The camera captures Rose at work in his office following the meeting, at right.

MATTERS affecting employee opportunities are discussed by Employees Advisory Committee, seen in session at left. The committee convenes monthly to help provide two-way communication and suggestions.

"The committee consists of both management and union employees from all departments.

"Anyone wishing to serve on the committee should send a letter to John Rose, Personnel Department, explaining their background with AC Transit and reasons for wanting to join the committee," Rose said.

Monthly meetings

It meets the third Thursday of each month and memberships are staggered for one or two year periods.

The committee is currently chaired by Edward Billie, a Richmond Division bus driver, and its actions are recorded by Donn DesBoine, senior schedule analyst.

Examples of recent committee discussion included proposed discontinuance of "interest cards" being issued for job seekers when no applications are being accepted.

"Both the committee and the District thought interest cards held out false hope to an applicant, so we discontinued them on an experimental basis," Rose said.

All employees now have a better understanding of the in-house promotion process after receiving a bulletin detailing that process — which was done at the committee's suggestion, Rose added.

A resident of Richmond, Rose lives with his wife, Virginia, who also has devoted herself to a people oriented job as probation aide for Alameda County.

Theodore A. Acebo
Maintenance
Emeryville

Gail M. Andrew
Maintenance
Emeryville

Joan Batoog
Transportation
Seminary

Dorothy Lee Birden
Transportation
Emeryville

Carole Ann Brainard
Transportation
Emeryville

Diann Currie
Transportation
Emeryville

Julie Durham
Transportation
Emeryville

New Employees

Sharon L. Frede
Transportation
Seminary

Barbara A. Green
Transportation
Emeryville

Donn A. Guay
Maintenance
Emeryville

Vivian Hepburn
Transportation
Emeryville

Janice Houff
Transportation
Emeryville

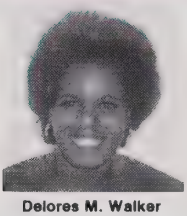
Karen Maxwell
Transportation
Emeryville

Lorraine McNeal
Transportation
Emeryville

Vernon O. Moore
Maintenance
Richmond

Mary Ann Obregon
Transportation
Emeryville

Lee Ann Rhodes
Transportation
Emeryville



Delores M. Walker
Transportation
Emeryville

Claudine Weinfeld
Transportation
Richmond

Barbara M. White
Transportation
Richmond

Cynthia L. Brown
Transportation
Seminary

Erma J. Burley
Transportation
Emeryville

Willie Clayborn, Jr.
Transportation
Emeryville

Linda C. Cloney
Transportation
Emeryville

Dorothy G. Cody
Transportation
Richmond

AC Transit welcomes these new workers

Kathy A. Figoni
Transportation
Seminary

Mary Finley
Transportation
Emeryville

Betty J. Jeanpierre
Transportation
Emeryville

Larry M. Johnson
Maintenance
Seminary

Winifred Lasater
Transportation
Emeryville

Roberta L. Lee
Transportation
Emeryville

Janice M. Manuel
PBX Information
Emeryville

Irene Robinson
PBX Information
Emeryville

Joyce X. Schulze
Transportation
Emeryville

Oralee Smith
Transportation
Richmond

Mary Smith-Hendrix
Transportation
Richmond

Le Nora Van De Veer
Transportation
Emeryville

Cynthea B. Wright
PBX Information
Emeryville

Martina V. Young
Transportation
Richmond

Christine A. Zook
Transportation
Richmond

Antwiler among recent deaths

Maintenance Foreman *William E. Antwiler*, who ranked number two in District-wide seniority, died in a coma Jan. 28.

He was among three employees and three pensioners who passed away in recent weeks.

Antwiler 67, suffered a massive heart attack Jan. 15 and had been under intensive care in an Oakland hospital prior to his death.

A maintenance foreman at Richmond Division, he began his career with Key System Transit Lines on July 30, 1929. Only Nicholas Alevizos, Richmond Division superintendent who began his career in 1921, outranked Antwiler in seniority.

Antwiler, a 40-year resident of Oakland, is survived by his widow, Anna; and son, William Jr.

Clarence Lee, a Newark Division bus driver, suffered a fatal heart attack Feb. 7.

He joined AC Transit on Aug. 31, 1960, and resided in Newark.

Lee, 52, is survived by his widow, Mary; a daughter, Margaret; and sons, Steven, Mark and David.

Forrest Ray Rogers, a Richmond Division bus driver, died Jan. 20 from a heart attack.

Rogers, 49, joined AC Transit on Oct. 29, 1973 and was a resident of Rodeo.

He is survived by two sons, Steven and Ricky.

Ferdinand Nagy, a former Seminary Division bus driver, died of heart failure Feb. 26.

Nagy, 70, joined AC Transit's predecessor company on Sept. 26, 1945 and worked until his retirement on Feb. 1, 1972.

A resident of San Leandro, Nagy is survived by his widow, Leona; a daughter, Bernadine Dutra; and sons, Clifford, Edward and Donald.

Retired bus driver *Charles M. Cavagna* passed away Jan. 21.

Cavagna, 79, began his career on Dec. 24, 1925 and retired Aug. 1, 1962. He had been stationed at Emeryville Division.

Cavagna is survived by a daughter, Pearl Kolosey.

Retired Rail Operator *Albert L. Ferguson* died Feb. 7.

Ferguson, 99, began his career in March, 1918 and was pensioned on Aug. 1, 1948.

A resident of Emeryville, Ferguson is survived by a daughter, Lorraine Johnson.

Painless savings Plan promoted

A District-wide campaign is underway to encourage greater employee use of automatic payroll deductions for U.S. Savings Bonds.

The campaign was inaugurated this month with a luncheon meeting for employees designated as Payroll Savings Plan representatives, outlining the program aimed at making saving money painless.

"The Payroll Savings Plan is as close to being a painless way to save as any program yet devised," reported Lawrence S. Kurz, treasurer-controller.

"You don't see the money, you don't spend it — yet it's there if you need it."

As a real bonus, the interest on these bonds are not subject to local or state income tax, Kurz reported, and federal tax can be deferred until the bonds are cashed in, often after retirement when most people move to a lower tax bracket.

By authorization, deductions are made automatically from the employee's check. Financial guidelines for the program are set by the employee.

Authorization forms may be secured from department managers or through Plan representatives, who will be contacting employees individually.

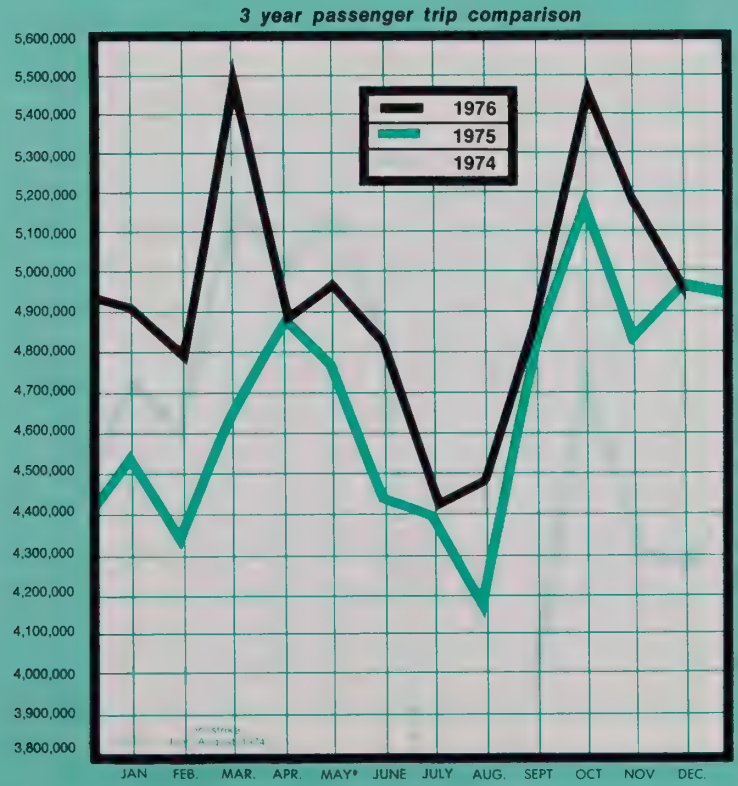
December Financial Report

Passenger Trips	Dec. 1976	Dec. 1975	% Change
East Bay	3,633,165	3,755,268	-3.3
Transbay	1,033,844	1,035,967	-.2
Fremont/Newark	103,410	77,763	33.0
Contract Services:			
BART	103,603	73,151	41.6
Concord	50,493	41,286	22.3
Pleasant Hill	10,948	4,806	127.8
Moraga/Orinda*	10,837	—	—
Total	4,946,300	4,988,241	-.8
Fare Revenue			
East Bay	$ 706,013	$ 716,933	-1.5
Transbay	530,425	528,627	.3
Fremont/Newark	19,277	14,787	30.4
Contract Services:			
BART	33,443	24,767	35.0
Concord	8,465	6,947	21.9
Pleasant Hill	1,545	792	95.1
Moraga/Orinda*	1,668	—	—
Total	$1,300,836	$1,292,853	.6
Service Miles			
East Bay	1,450,472	1,431,480	1.3
Transbay	789,617	783,140	.8
Fremont/Newark	119,596	70,191	70.4
Contract Services:			
BART	154,510	143,404	7.7
Concord	47,728	40,554	17.7
Pleasant Hill	10,823	7,701	40.5
Moraga/Orinda*	16,469	—	—
Total	2,589,215	2,476,470	4.6

*Contract service in Moraga/Orinda inaugurated Sept. 13, 1976

Total operating expense, including interest on bonded debt and principal on bonded debt, for December, 1976 was $4,466,109 while operating income was $1,574,934. Total income, including subsidies from property taxes, sales taxes and Federal aid, amounted to $4,310,016 and left a deficit of $156,093 in meeting full bond debt requirements and operating costs.

Contract services are being paid for by the communities involved. Nationally, the transit industry showed a decrease of 0.84 percent in total passengers carried.



Actions of the Board

At an adjourned regular meeting January 26, the Board of Directors:

- Ratified and confirmed present charter service and service for passengers of school age; and authorized General Manager to submit to the Urban Mass Transportation Administration appropriate agreement and documents to comply with UMTA regulations, on motion of Director Berk.
- Authorized service curtailments, due to minimal patronage, on Line 7-Euclid, Line 14-Brookdale, Line 56-Seminary, Line 63-South Shore, Line 67-Spruce, Line 68-Roosevelt, Line 69-6th St., Line 78-Carlson, Line 79-High and Line 83-E. 14th St., on motion of Director Berk.
- Adopted AC Transit Planning Program Transportation Services for Elderly and Handicapped People and authorized General Manager to solicit elderly and handicapped representation on Advisory Committee, on motion of Director Berk.
- Authorized creation of six new positions, updating four existing positions and abolition of one unfilled position in the Personnel Dept., on motion of Director Nakadegawa.
- Authorized AC Transit to participate in the second session of the Bay Area Urban Transit Institute, on motion of Director Rinehart.
- Authorized preparation of resolution expressing appreciation to Miss Kimi Fujii for her leadership and service while serving as President of the Board of Directors of AC Transit, on motion of Director Rinehart.

* * *

At a regular meeting February 9, the Board of Directors:

- Authorized submission of Proposed Conflict of Interest Code to the Fair Political Practices Commission, on motion of Director Bettencourt.
- Authorized Board Members to attend ABAG General Assembly, on motion of Director Nakadegawa.
- Authorized Board Members to attend workshop on transit needs of elderly and handicapped, on motion of Director Nakadegawa.

Transit-Times

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ROY NAKADEGAWA ..... Vice President
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RAY RINEHART ..... Director at Large
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WILLIAM J. BETTENCOURT ..... Ward IV
KIMI FUJII ..... Ward V

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Transit-Times

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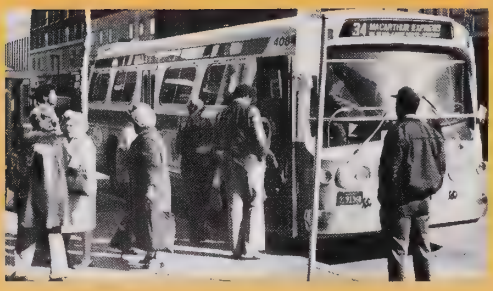
Rider totals Increased 6% In past year



Our 'Stockholders' Write

You are to be commended on your commitment to the special needs of the elderly and disabled as you have shown by authorizing such a study. I am neither disabled nor elderly but, as a college student without car transportation, I too depend heavily on AC Transit for transportation. I find the majority of transit operators to be friendly and helpful. And thanks to the experience of losing an item on the bus once, I must also add, honest and responsible. The driver turned in my tote bag, which contained many of my papers and school books, into Lost & Found, and I was able to claim it almost immediately. He has my deepest gratitude.

Pamela Arbuckle
Emeryville

* * *

The driver I've noted is one of the worst offenders for constantly pumping the accelerator and thereby giving a miserably uncomfortable ride all the way into San Francisco. (This kind of driving also wastes fuel and wears the bus much faster).

What is so aggravating and incomprehensible about this driver and some others like him is that they always do their worst when they have a clear lane ahead and no problems on either side — a perfect cruising situation. Why?

Thomas J. Smithberger
El Cerrito

(Ed. Note: Your letter was referred to the Transportation Department for investigation and reinstruction of the operator, since you included sufficient information to identify him.)

This is a letter to congratulate the lady driver on bus #644 on E. 14th St. Line. On Wednesday, 2 February 77, at about 8:45 p.m., she handled a situation involving some young men smoking pot on the bus, with great efficiency. The situation could well have gotten out of hand if not for the manner in which it was handled.

It is reassuring to see a bus driver take into consideration the health and comfort of the passengers, even though some people find it necessary, and in some cases, funny to break the rules on smoking, especially pot.

L. L. Latson
Oakland

* * *

I am a frequent user of the bus service in Fremont. It is very reliable and dependable; and it gets me where I want to go on time because the buses are always on time, if not early. The bus drivers are all very friendly and helpful.

Thank you again for the excellent service you have rendered me.

Sara Schaaf
Oakland

* * *

We (our family and friends in Fairway Park) want to express our appreciation for the safe and courteous (service) rendered by your Operator *Cecile L. Chiles* (#644) recently on the Sunday run from Fairway Park (#9004) to Southland.

We sincerely hope you keep this person on the Fairway Park line and find other drivers equally as efficient and especially courteous in giving information and help to passengers.

Lawrence E. Sullivan
Hayward

1976 figures

Ridership reaches new highs

Ridership moved to new highs on AC Transit bus lines during the past calendar year, with all services — East Bay, transbay and suburban — showing healthy increases.

Overall passenger trips for the year totaled 59,293,839, an increase of 6 percent over the record-breaking total of 55,913,802 passenger trips in 1975.

It was the highest number of riders carried since 1952, when Key System Transit Lines had patronage of 81 million. The following year, 1953, a 76-day strike shut down the system and ridership dropped to 56 million.

Constant growth

Both East Bay local lines and transbay lines showed constant growth during 1976, growth that is continuing, Alan L. Bingham, general manager, reported.

Passenger trips on East Bay lines totaled 43,787,618, an increase of 4.2 percent over the previous calendar year. Transbay buses carried 12,823,928 passenger trips, up 4.3 percent compared to 1975.

The growth rate was even greater in January, with transbay lines running 6.5 percent ahead of December in patronage. Ridership has increased particularly on "long haul" transbay lines from Hayward, San Lorenzo, Richmond and Berkeley and on intercity express lines, Bingham added.

Service in Fremont and Newark has far surpassed consultant estimations, with 1,007,113 passenger trips carried during the year, an increase of 35.1 percent over the 745,649 the year before.

THE COVER — Afternoon non-rush-hour riders wait to board a Line 51 bus at Santa Clara Ave. and Park St. in Alameda. They are part of the daily stream of AC Transit passengers who, last year, pushed ridership to record highs. Passenger trips for the year increased six percent over 1975.

East Bay urban bus passengers are setting new ridership records on AC Transit buses, surpassing even the energy-conscious gas-problem days of March, 1974.

The previous East Bay record was made on March 4, 1974, when 157,348 used local service.

Two records were set by local passengers during February. The highest, on Feb. 18, showed 159,768 trips on East Bay lines. On Feb. 4, 158,922 rode local buses. Both figures were above records established during the peak of the energy crisis.

Bus service operated by the transit district under contract with BART, carrying people from suburban areas to BART stations, also has shown a surprising increase of 43.2 percent, with 1,017,898 passenger trips in 1976 compared to 710,946 the year before.

Fuller loads

Other contract services were operating with fuller loads than projected, but did not have a full year for comparison.

The Concord bus system had 501,870 passenger trips during the year, with an average of about 2400 riders per day. Service in Concord was inaugurated Sept. 8, 1975.

Contract service in Pleasant Hill, inaugurated Dec. 8, 1975, had ridership of 112,290 during the year, while Moraga-Orinda, inaugurated Sept. 13, 1976, had a patronage figure of 43,122.

Three of four divisions meet goal For safe driving in February tally

Three out of four divisions met the safe driving goal for the month of February. Each did better than the month's goal of 13,250 miles driven per accident.

Newark Division recorded 41,683 miles per accident; Seminary Division tallied 17,200; and Emeryville Division completed 17,216. District-wide average for the month was 16,872 miles.

Kimiko "Kimi" Fujii

Chester C. McGuire, Jr.

Two Directors plan resignations

Kimiko "Kimi" Fujii, president of the Board of Directors in 1975 and 1976 and first woman to serve on the board, will leave the Bay Area this summer to marry Ray Kitayama, who is in charge of his family's nursery operation in Brighton, Colo., where the couple plans to live. She expects to resign from the board before the wedding, scheduled to take place in Hayward.

Long prominent in Hayward civic activities, Director Fujii was appointed to represent Ward 5 in 1972 to fill a vacancy created by the death of E. Guy Warren. She was elected vice president in 1973. Subsequently, she has represented Hayward, Fremont and Newark, and an adjoining unincorporated area.

Director Fujii is associated with the wholesale and retail florist business, located on Soto Road in Hayward, founded by her family — Hayward-area pioneers in that field. She was named that city's Distinguished Citizen for 1972 for her "tireless effort to make our community a better place and her willingness to serve mankind by involvement."

She is chairman of the City of Hayward Public Services Commission and serves on the St. Rose Hospital advisory board. Previously she was a board member of the Oakland-Southern Alameda County Branch of the American Red Cross, a member of the Alameda County Commission for the Prevention of Juvenile Delinquency, and was president of the Hayward Human Relations Commission. In addition, she has been involved politically in the Democratic party and has worked with the Eden Township chapter of the Japanese-American Citizens League.

Chester C. McGuire, Jr., of Berkeley, Director at Large, has been nominated by President Carter for assistant secretary for fair housing and equal opportunity in the Department of Housing and Urban Development subject to confirmation by the U.S. Senate.

He plans to resign from the board at the time of his confirmation. McGuire will be moving to Washington, D.C., with his wife, Julie, and three children following later from Berkeley.

Elected Director at Large by voters in November, 1974, he began his term on the board in January, 1975. The term was due to expire in January, 1979.

Under Transit District Law, fellow directors have 60 days from the time a resignation is effective to appoint another person to the post. If the appointment is not made, the governor of the state shall make the appointment.

McGuire has been at University of California in the department of City and Regional Planning since 1970, serving as acting assistant professor and, more recently, as lecturer. He also is vice president of Berkeley Planning Associates, a consulting firm. From 1968 to 1970, he was general manager of a San Francisco construction firm. Earlier, he attended a management trainee program at Chicago's Inland Steel.

A native of Gary, Ind., where he received his early education, McGuire graduated from Dartmouth College in 1958 with a BA in English literature, later obtaining an MBA and PH.D from University of Chicago. He served as a Lieutenant (j.g.) in the Navy from 1959 to 1962, with duty on the Atlantic.

Major Bay transit operators join In efforts to improve services

The six major Bay area transit operators have joined together in a new effort to improve regional transit coordination and operating efficiency.

Participating systems include AC Transit, BART, Golden Gate Transit, SamTrans, San Francisco Muni and Santa Clara County Transportation Agency.

Transit operators have established six joint working committees in the areas of service and fares, procurement, public information, management systems, maintenance, and personnel, training and affirmative action.

Each committee presently is establishing its own program of work and priorities which then face approval of the chief executives of the six operations.

Executives of the six systems will sit together once a month as the board of control of the Regional Transit Association of the Bay Area to give guidance and direction to the committee work, according to Alan L. Bingham, AC Transit general manager.

Bingham has been serving as chairman of the group during its organizational phase.

Other participating transit officials include Frank C. Herringer, BART general manager; Dale W. Luehring, Golden Gate Bridge District general manager; John T. Mauro, SamTrans general manager; Curtis Green, San Francisco Muni general manager, and James T. Pott, director of Santa Clara County Transportation Agency.

Serving as chairmen of the six committees are: James Gallagher, director of marketing and communications, SamTrans, chairman of the Public Information Committee: William Hein, director of planning, BART, chairman of the Services and Tariff Committee; Glenn Andrade, buyer plant and facilities supervisor, Golden Gate Transit, chairman of the Procurement Committee; Gerry Dunckel, systems manager, Santa Clara County Transportation Agency, chairman of the Management Systems Committee; George Duarte, Muni deputy general manager, chairman of the Maintenance Committee, and Robert J. Shamoon, AC Transit personnel manager, chairman of the Personnel, Training and Affirmative Action Committee.

In addition, the Metropolitan Transportation Commission has been invited to have representatives at the committee sessions to further assist regional coordination, Bingham said.

Dial-A-Ride moves into two new zones

AC Transit Dial-A-Ride bus service will be expanded into two new zones in Fremont April 3.

The two new zones providing door-to-door public transit will be in the Brookvale area bordered by Beard Road, Fremont Blvd., the Alameda County Flood Control Channel and Peralta Blvd. (Zone 2), and in the area between Blacow Road and the Nimitz Freeway between Peralta Blvd. and Stevenson Blvd. (Zone 7).

Passengers in Zone 7 will also be able to travel on request to and from the Treasury department store in Newark.

The two new areas bring the total of Dial-A-Ride zones operating in Fremon and Newark to eight, with ultimate projected plans calling for full Dial-A-Ride in the two communities.

Passengers may transfer between DAR buses in Zone 2 and 5 near the courthouse in Centerville (or between other adjacent zones) upon request.

Les Minear heads Terminal cre

There's a lot of transit history connected with San Francisco's cavernous Transbay Transit Terminal. And, appropriately, AC Transit's "man at Transbay,"" — Assistant Superintendent Les Minear — can recall most of it, for his transit experience pre-dates the 1939 construction of the First & Mission Sts. landmark — the exclusive preserve of buses since train service was phased out in 1958.

His service, in fact, dates from November 18, 1930, when — while still a 17-year-old student at Oakland's former University High School — he became a collector on Key System trains, where his father, who had been a railroader since 1906, was a brakeman. Thus, the teen-ager who had come to the Bay Area four years earlier from Floresville, Tex., and who was called "The Kid" by the rail veterans with whom he worked in those early years, has now become one of the System's most senior active employees.

Terminal staff

His current responsibilities at the terminal (which he assumed in early 1975) include supervision of the staff of seven who, operating in shifts from 6 a.m. to midnight, sell tickets and provide information to a riding public which is sometimes difficult to handle. The problems of the function lie mainly in this area — serving the public — with whom, says Les, "You can't be temperamental or touchy."

The most senior of the ticket sellers, though, are highly experienced at the job: one's service dates from 1942 and two others started in ticket sales in the early 50's.

The terminal's operations are geared to each day's two passenger peak periods — the west-bound flow of commuters from about 6:30 to 9 in the morning and the eastbound evening rush from about 3:30 to 6:30.

During these peak periods, 42 lines are operating, carrying about 15,000 passengers into San Francisco in the morning and a slightly lesser number back to East Bay in late afternoon and early evening. Mid-day runs shrink to 12 lines — the same number that serve the terminal on Saturdays and Sundays. This adds up to about 15 million transbay passenger-trips a year.

w serving transbay commuters

This compares to the terminal's feverish World War II heydays, exemplified by the 45 million passenger-trips (34 million by bus, 11 million by train) recorded in 1945. Les recalls working a six-day week during the war as bus driver, then, from 1943, as supervisor, without taking a single day off because of illness. He describes this war-time period as "a challenge, but a lot of fun."

"Moving people, then," he says, recalling the hordes of servicemen and shipyard workers who had to be served, "required ingenuity, particularly because we were always undermanned."

The periodic black-outs, when vehicle headlights had to be turned off, complicated matters also, he remembers. On a Treasure Island run, for instance, the main source of illumination by which to guide a bus during a black-out was the white caps of the sailors on the street or, sometimes, a little reflection from the weak-wattage bulbs behind the blanked-out destination sign.

Before war

Prior to World War II, Les, as a "Miscellaneous Employee," worked as watchman, switch tender, and searchlight tender before he "broke in" as a motorman on Key System trains in 1935. He had a very apt teacher: the veteran conductor of the first rail run into Berkeley. For several years during the late 30's, Les worked freight, serving as switchman, motorman, and even chalking up some hours on a steam locomotive. His last stint on trains was in 1940.

His later career with the Key System includes a period in Central Dispatch, from 1951 until he moved to Emeryville Division as Assistant Superintendent in 1956. In the same capacity, he transfered to Richmond Division in 1967, to Emeryville again in 1971, and to Seminary in 1973.

Les' family includes his wife, a System employee for 27 years; six grown children; and about a dozen grandchildren, ranging from infancy to age 16. His eldest son is an Air Force colonel, a veteran of 25 years in the service.

At his San Leandro home, Les has a collection of transit memorabilia, which he hopes someday to donate to a museum.

KEY TO THE PAST — Assistant Superintendent Les Minear displays a sheet brass insignia which once adorned the side of a Key Route streetcar. It is one of the items of transit memorabilia which he has collected over the years. The key shape, he says, became the insignia of AC Transit's predecessor company based on this symbolism: three lines (Piedmont, Oakland, Berkeley — represented by the clover shape) feeding into a route (straight section) to the transbay ferry pier and depot (between "teeth" of key).

Committees to begin Studies on elderly, Handicapped needs

Committees are being formed and a consultant chosen for a planning program to identify unmet transportation needs of elderly and handicapped in East Bay communities and to recommend possible solutions.

A Technical Support Committee of 23 representatives of agencies and groups now providing or funding transportation service for elderly and handicapped people will be working with AC Transit to provide expertise and operational perspective for the program.

A Citizens Advisory Committee, with 62 members, has been drawn from interested members of the general public, including representatives of social agencies, to give the users' viewpoint.

The program, which has a Sept. 30, 1977, deadline, moved further into the work stage with the signing of a contract with Crain & Associates, a Menlo Park firm, to assist with the project.

The consultants, chosen out of eight firms, appeared before the AC Transit project development committee on March 8 to report on steps involved in the study. The board approved their retention at a meeting on March 9.

The consultants will collect data on the elderly and handicapped in the AC Transit urban service areas through surveys, self identification and social service agencies. Information then will be analyzed and alternatives identified.

Cost/benefit analyses will be made of all solutions.

Gene Gardiner

Gardiner takes post Of senior planner

Gene Gardiner, who joined AC Transit in 1961 as a driver, has been appointed senior transportation planner, according to Donald S. Larson, manager of research and planning.

Gardiner had been a transportation supervisor since 1966. However, prior to his present appointment, he had been functioning as transit planner/coordinator, including system design work on the Fremont/Newark service. He is AC Transit's representative for Eastern Contra Costa Transit Authority's service in Pittsburg, Antioch, and Brentwood, to be inaugurated in June.

After studies at Northern Michigan University, Gardiner performed as tenor with a musical production group. His talents have been utilized for several years in AC Transit's annual Christmas show for commuters at Transbay Terminal. Gardiner has been talent coordinator and m.c. for these shows.

Riders in Fremont and Newark achieved a record figure of two million passenger trips, recorded on March 9, reflecting steady growth since the system went into operation in November-December, 1974.

Signs posted on coaches proclaimed, "Another Record! Your bus system now has carried more than 2,000,000 passengers..."

PONY EXPRESS RECORD — AC Transit's special service to Golden Gate Fields for race track fans hit a high March 5 when the $150,000 California Derby was the feature race. Passenger trips to and from the track registered 7,622,

Drivers traveling in either direction on Moraga Way had a good view of this sign at Overhill Dr., Orinda. It was posted by AC Transit at the suggestion of the Moraga/Orinda bus committee, to point out the obvious — it's easy to ride to the bus to BART/Orinda or BART/Lafayette stations.

Low-patronage trips cut

AC Transit is continuing its program of cancelling late night and early morning bus trips which carry three passengers or less. Low-patronage trips cancelled this month, with annual savings of $60,159, were on the following lines:

- Line 7-Euclid-Arlington
- Line 14-Brookdale-Adeline
- Line 18-Park Boulevard
- Line 53-Fruitvale Avenue
- Line 56-Seminary Avenue-90th Avenue
- Line 59/56-Montclair
- Line 63-South Shore
- Line 64-San Jose Avenue
- Line 67-Spruce Street-Colusa Avenue
- Line 68-Roosevelt-Garvin-Navellier
- Line 69-6th Street-23rd Street
- Line 78-Carlson-13th Street-Rheem
- Line 79-High Street
- Line 83-E. 14th Street

If you see lights Blinking, it's OK; We're just testing

Electronics, as a sign of the times, may be a sign of the future on AC Transit buses.

The District is experimenting with a new electronic bus destination sign to determine public reaction and driver response.

The sign, manufactured by Luminator Division of Gulton Industries, Inc. after six years of research, flashes letters and numbers up to 16 characters. Additionally, the "memory" of the electronic package enables the sign to carry up to 336 different three-line destination announcements or other information.

The four-inch-high messages are activated by the driver from a control box inside the bus and flash in three announcement sequences every one and one-half seconds.

The prototype even has a sign which reads: "Emergency. Call Police."

Cost of the electronic destination sign unit has not yet been announced by the manufacturer. It is being tested on various AC Transit bus lines in the East Bay and to San Francisco this month.

Ferry Boat Captain Elling Bonde Dies at age 87

Capt. Elling Bonde, 87, who started as a deck hand for Key System Ferries and worked his way up to captain — he was skipper of the ferry boat Yerba Buena when it made its historic last run between Oakland and San Francisco — died March 6 at Washington Manor Convalescent Hospital, San Leandro.

Dedicated riders Help sell service To new passengers

What people actually are saying about AC Transit is giving a new lift to an advertising campaign now in high gear in the Bay Area.

Anchorman for the campaign is Phil Villapiano, seen by millions in jersey number 41 as linebacker for the victorious Oakland Raiders in the 1976 Super Bowl.

To increase viewer interest, the gregarious Super Bowl champ is not identified in TV commercials, becoming AC Transit's on-camera mystery man.

Riders polled

The theme of using passengers to promote AC Transit also prompted on-street interviews of riders for newspaper advertising and 30-sheet outdoor posters.

The bus system's advertising agency employed an all-female team to glean patron opinion from throughout the District. Photographs were taken of those interviewed, with their pictures, initials and brief quotations to be used in newspaper ads.

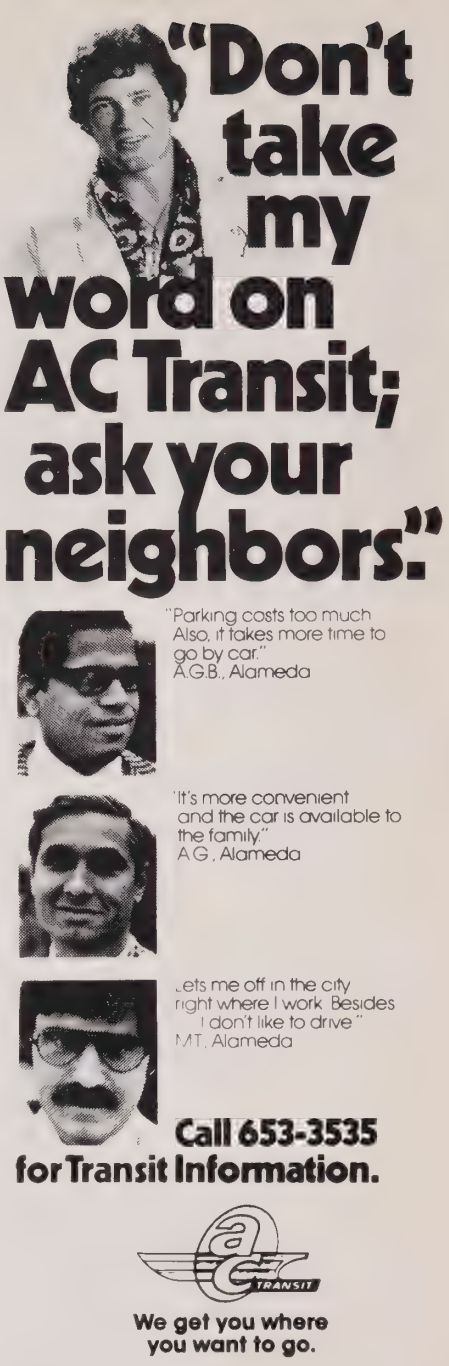
Of more than 75 persons interviewed, all were familiar with AC Transit and, the ad agency reported, not one person expressed a negative comment.

The ads feature a picture and quotation of Villapiano at the top followed by several accounts from car-owning citizens who prefer to use public transit.

Radio 'spots'

The TV spots using Villapiano aroused so much interest that it was decided to use him for radio commerials as well. In one radio spot, his first name is finally used; he identifies himself only as "Uncle Phil."

Villapiano interviews five AC Transit riders — all of whom own cars but have chosen to take the bus instead.


"Don't take my word on AC Transit; ask your neighbors."
"Parking costs too much Also, it takes more time to go by car." A.G.B., Alameda
"It's more convenient and the car is available to the family." A.G., Alameda
"Lets me off in the city right where I work Besides I don't like to drive" M.T., Alameda
Call 653-3535 for Transit Information.
TRANSIT
We get you where you want to go.

The five interviews chosen for radio broadcast highlight actual passengers stressing public transit advantages: fuel conservation, pollution control and financial savings.

Graphic displays of passenger quotations and pictures were produced and posted in all division sites and throughout AC Transit offices.

Passenger Trips	Jan. 1977	Jan. 1976	Change
East Bay	3,885,644	3,590,467	8.2
Transbay	1,131,405	1,110,102	1.9
Fremont/Newark	103,032	78,950	30.5
Contract Services:			
BART	98,391	75,162	30.9
Concord	51,197	39,374	30.0
Pleasant Hill	11,125	6,966	59.7
Moraga/Orinda*	11,270	—	—
Total	5,292,064	4,901,021	8.0
Fare Revenue			
East Bay	$ 732,929	$ 677,589	8.2
Transbay	563,196	551,871	2.1
Fremont/Newark	19,368	14,651	32.2
Contract Services:			
BART	31,771	24,580	29.3
Concord	8,917	6,101	46.2
Pleasant Hill	1,511	1,081	39.8
Moraga/Orinda*	1,811	—	—
Total	$1,359,503	$1,275,873	6.6
Service Miles			
East Bay	1,423,280	1,421,136	.2
Transbay	785,171	785,551	—
Fremont/Newark	114,738	68,572	67.3
Contract Services:			
BART	134,212	132,671	1.2
Concord	43,065	38,874	10.8
Pleasant Hill	9,872	9,513	3.8
Moraga/Orinda*	15,057	—	—
Total	2,525,395	2,456,317	2.8

* Contract service in Moraga/Orinda inaugurated Sept. 13, 1976.

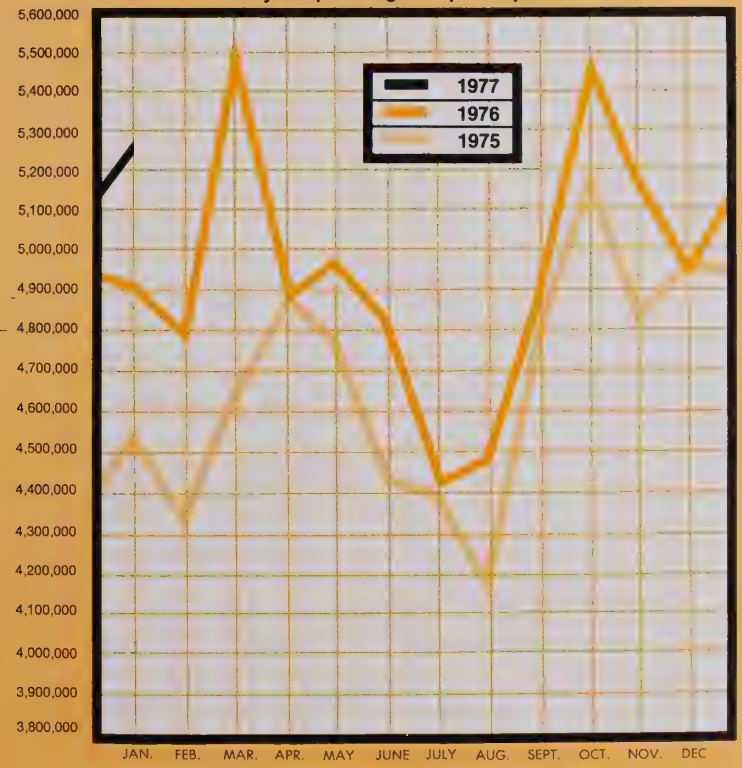
January Financial Report

Total operating expense, including interest on bonded debt and principal on bonded debt, for January, 1977, was $4,642,024 while operating income was $1,615,-105. Total income, including subsidies from property taxes, sales taxes and Federal aid, amounted to $4,401,465 and left a deficit of $240,559 in meeting full bond debt requirements and operating costs.

Contract services are being paid for by the communities involved.

Nationally, the transit industry showed a decrease of 2.79 percent in total passengers carried.

3 year passenger trip comparison



Actions of the Board

At an adjourned regular meeting February 23, the Board of Directors:

- Authorized advertising and seeking bids for printing of timetables, on motion of Director Rinehart.
- Approved minor reroute and extension on Express Line D to BART via Crow Canyon Rd., returning via Bollinger Canyon Rd., on motion of Director Fujii.
- Approved operating hourly service on Line 91A, alternating with Line 95 in Hayward on week-ends, on motion of Director Fujii.
- Authorized rerouting on Line T on Yerba Buena Island, to provide more direct service to San Francisco, on motion of Director Fujii.
- Authorized implementation of two additional Dial-A-Ride zones (2 and 7) in Fremont effective April 3, 1977, and approved minor boundary changes, on motion of Director Fujii. (See story Pg. 5)

* * *

At a regular meeting March 9, the Board of Directors:

- Authorized agreement with Crain and Associates to conduct analysis of needs of elderly and handicapped and cost/benefit analyses, on motion of Director Fujii.
- Authorized advertising and seeking bids for purchase of water reclamation systems, subject to UMTA approval, on motion of Director Fujii.
- Adopted resolution that elderly and handicapped have same right as other persons to utilize mass transportation facilities and services and that special efforts will be made in planning and design of such facilities and service so that availability to elderly and handicapped of mass transportation which they can effectively utilize will be assured, within financial ability of District, on motion of Director Fujii.
- Authorized retitling of three positions and updating job descriptions of five positions in Public Information Department, on motion of Director Berk.
- Authorized board members and five management executives to attend APTA Western Conference, on motion of Director Rinehart.

Transit-Times

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Vol. 19, No. 10 APRIL 1977

Transit-Times

Driver training begins For East Contra Costa Service start-up June 6

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STUDIES LIBRARY
1977
UNIVERSITY OF CALIFORNIA

Our 'Stockholders' Write

I want to complain about a bus driver on the 72P line. This morning, he got into an argument with a woman passenger, and he was very abusive in his language.

I was very disturbed by all this, and I think this driver should be disciplined.

Minnie R. Favre
Berkeley

(Ed. Note: Your letter was referred to the Transportation Department for investigation and corrective action, since you included information to identify the operator. We expect all employees to be courteous and observe proper decorum.

* * *

On behalf of the students and faculty at Churchill High School, please accept our appreciation for taking the time to come to Churchill and explain the Dial-a-Ride system.

So often our students don't get to participate in the services this community offers just because the information about it has not reached them. I think this has been the case with Dial-a-Ride. As a result of your presentation, I am sure our students will have a better understanding of, and feeling about, AC Transit in Newark.

Eleanor E. McKelvey
B. W. Ball
Churchill High School
Newark

(Ed. Note: This is in response to informational presentations made in March by *C. O. Sigler*, assistant superintendent, Newark Division.

My concern is the run from Treasure Island to San Francisco during the peak travel time, 3 to 5:30 p.m. During the past three weeks, during the operation of the new schedule, the T bus traveled to San Francisco via Yerba Buena Island, waiting in the Oakland-bound traffic from 10 to 25 minutes before proceeding to San Francisco. No pick-ups were made enroute at the island's two bus stops.

Surely, consideration should be made for adjusting the peak hour route from the energy and time-consuming wait on Yerba Buena to a direct run from Treasure Island to San Francisco.

Frank L. Leeds
San Francisco

(Ed. Note: Effective March 12, Line T Treasure Island was re-routed direct from Treasure Island to San Francisco.)

* * *

We would like to express our preciation for a job well done by dr *Al Miller*. Al drives the 4:28 p.m. U Line bus, Hayward BART run from Livermore. He is an excellent driver and a true professional.

Several examples of Mr. Miller's qualifications are:

(1) courteous to all his passengers

(2) very tactful in dealing with questionable individuals

(3) meets all schedule stops on time

(4) makes perfect transfer point connections

(5) has an excellent sense of humor

(6) is considered to be an Ambassador of Good Will for the AC Transit System.

Richard Kelly
Al Brown
Livermore

What the Press is saying about transit

INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY
MAY 11 1977

San Francisco Examiner

Transit boss looks in crystal ball

UNIVERSITY OF CALIFORNIA

By JOHN HALL
Examiner Washington Bureau

WASHINGTON — A continued rise in gasoline prices, a major conversion by Americans to small cars and the substitution of public transportation for private car commuting is what Transportation Secretary Brock Adams sees for the near future.

In an interview with the Examiner, Adams indicated that the Carter administration plans to promote these developments in its energy conservation program.

While he predicted a gradual increase in gas prices, Adams said that alone probably would not lead to a significant decline in consumption.

• • •

He said he has about given up on gasoline rationing, which he favored as a congressman: "It is obvious that it is an idea whose time has not come."

As a congressman, Adams favored heavier federal taxes to discourage gasoline consumption. He declined to say last week whether he had recommended such a system for Carter's energy program. But he thinks a tax increase ought to include a special provision to diminish its impact on the working poor.

• • •

Adams says it's important to discourage and ban gas guzzling automobiles. He predicted, however, that automobile use would "stabilize" rather than decline over the next decade.

"Detroit will still be selling the same number of cars," he said. "They will be lighter and have less horsepower. But Americans are not going to give them up. They like the convenience and the freedom of the automobile."

But the nation "can no longer afford to rely on the automobile to move people into and out of the inner cities," he said.

Besides the energy crisis, "We are out of the era of unlimited land for freeways and there is great resistance to their construction in urban areas."

He said his objective was "to rebuild the common carrier system — not build it, but rebuild it. We had an excellent urban transit system in this country during the 1920s — streetcar, railroads — and we gave it up."

Adams said he believes urban Americans will stop driving to work but "we have to provide them the alternatives" — mass transit in the "first generation" like New York; light rail, people movers and buses for "second generation" cities like Detroit, and high occupancy lanes for buses and cars in "third generation" cities like Los Angeles and Phoenix that have been built around the automobile.

He said mass transit "should not be considered a service to commerce but part of urban development — a public service needed to restore life to our cities. The farebox will clearly never pay the capital or operating costs of mass transit and private enterprise does not want to be involved unless subsidized."

The secretary said transit systems must be accompanied by amenities — such as sheltered walkways from parking lots — to get large masses of people to abandon their automobiles.

Raider pair aids With handicapped Kids, identity cards

Kids, cards, and Oakland Raider films were the order of business on April 6 when AC Transit's center for issuance of reduced-fare identity cards to the handicapped moved to the Piedmont home of Mr. and Mrs. Robert DeBolt.

On hand were Oakland Raiders Phil Villapiano and Otis Sistrunk, plus two households of lively youngsters — the DeBolt children, including eight who are handicapped, and the children of Mr. and Mrs. Dean Chapman of Concord, including six handicapped.

In addition to the kids receiving their discount-fare identity cards from Valene Houdyshell, Personnel Dept., a group of brothers and sisters was present to watch the Raider highlight films and meet Villapiano and Sistrunk. The DeBolts and the Chapmans have a total of 31 children, including 20 adopted, and the DeBolts are founders of an organization encouraging the adoption of "special kids" — those with handicaps.

After showing the films, the two Raiders accompanied the youngsters on a bus ride to San Francisco, where they visited a brother who is a patient at St. Francis Hospital. Back in the East Bay that afternoon, the children enjoyed a treat prepared by Sambo's, San Leandro: a free lunch served aboard the bus.

The day's events were arranged by Wayne Onizuka, Personnel, in cooperation with Villapiano and Sistrunk, who are known to many Bay Area youngsters through their work with AC Transit on bus riding programs for school children.

Watching filmed football action in the presence of two of the players who helped provide the action resulted in the attitudes of rapt attention shown by the youngest subjects in our photo. They are some of the handicapped kids who gathered with parents, brothers, sisters, and Oakland Raiders Phil Villapiano and Otis Sistrunk to view Raider game highlights.

THE COVER — First of the 179 drivers to be trained on three new bus routes in the Pittsburg-Antioch-Brentwood area check their maps and routing information under the direction of Billy Bishop (right), training instructor. Training will continue until start of service June 6. Other steps being carried out in the "countdown toward implementation" include installation of poles, preparation of headsigns and of informational materials: schedules, maps, posters, leaflets, and media publicity. The system will tie together communities in the growing area from Shore Acres, West Pittsburg, Pittsburg-Antioch, Oakley to Brentwood.

Summer Service

Buses to roll soon For tours and parks

For those who might not be able to "fly the ocean in a silver plane" this summer, AC Transit is offering a more economical vacation-time substitute. It's the eleventh season of summer "Sunshine Tours", beginning June 11 and continuing through Sept. 2, with the exception of Fourth of July.

Eighty-three tour days are planned, operating seven days a week, with destinations ranging from wineries in the Napa and Sonoma valleys; to historic sites including Mission San Juan Bautista and Sutter's Fort; to fun places, such as Great America and Marine World; to unusual offerings, such as watching graduation exercises at San Rafael's Guide Dogs for the Blind.

Costs of the tours for adults will range from approximately $7 to $13, with final prices and schedules to be announced.

Leaflets on the tour will be ready to mail in May.

Park Service

The East Bay's hilltop regional parks will be accessible to bus riders this summer under a cooperative arrangement between AC Transit and East Bay Regional Park District. Service will be similar to that offered last year, when 17,241 were carried to hilltop sites.

Parks-bound buses will begin their runs June 18, continuing through Sept. 5.

One line, which will carry bicycles, will operate from BART/Berkeley to Tilden Park (Brazilian Building) by way of Oxford St. and Spruce St. to Grizzly Peak Blvd.

Another line will run from BART/Fruitvale to Roberts and Redwood parks by way of the Fruitvale Ave.-Lincoln Ave. corridor.

In addition, there'll be service to Don Castro Park on Hayward's Line 95-Kelly St. by way of "D" St. to Maud Ave. and Kelly St.

Riders to Lake Chabot Park will be served by Line 91-Hayward-Castro Valley by way of a short extension from the present terminal at Seven Hills Rd. and Lake Chabot Rd.

Division Six beats Safe miles record With 18 solid wins

In winning the "safety bogey" contest for March — continuing a string of monthly victories which began with the inauguration of the division in December, 1974 — Newark Division drivers have compiled a record of 18 consecutive months of beating established goals for number of safe driving miles per accident.

Newark's record for March was 68,264 miles per accident. Goal for the month was 13,250 miles per accident, which all divisions met, including Richmond, with 14,610 miles; Seminary, with 13,290 miles; and Emeryville, with 15,157 miles.

Newark Division's 18-month string of successes in "beating the bogey" smashes the previous record of 17 consecutive months set by Seminary Division in September, 1975. Since the division opened, Newark's drivers have recorded 3,506,987 miles with 1.7 traffic accidents per 100,000 miles of operation.

Of the 3,633,021 passengers carried, only 3.8 were involved in a passenger-type accident for every 1,000,000 riders carried.

SAFE HANDS — Driver Stephen J. Lewis, Seminary Division, the twenty-first AC Transit driver to complete 25 years of safe driving, gets a hand from wife Barbara in cutting a cake honoring his accomplishment. In a March ceremony, he also received his 25-year safe-driving pin from General Manager Alan L. Bingham. Of Lewis' predecessors, all but two are still active drivers, including Charles Bosted, also of Seminary Division, who received the first 25-year safety award in March, 1974.

Elderly/Handicapped

Project enters survey phase

The first major assessment of the transportation problems of the elderly and handicapped was underway this month in AC Transit's service area from San Pablo to Fremont.

The many-sided program has a common goal: to locate people in the East Bay who may have trouble using bus service — or who may not be able to use the bus at all.

After needs are analyzed, alternatives will be developed, costs and benefits determined, and possible solutions recommended.

Work was progressing on these fronts:

- A self-identification survey, in which senior citizens and disabled people with bus riding problems are asked to phone the regular AC Transit number and ask for a special needs questionnaire.

The questionnaire is being mailed and return postage prepaid. The month-long survey, scheduled from April 25 through May 25, was expected to provide wide-spread information on the transit needs of older people and people with disabilities who cannot use bus service as provided.

- Public service spots publicizing the self-identification survey made by bus drivers Fe Kulikowski and Larry Helm scheduled for showing on major television stations during the month.
- Radio stations asked to air the self-identification plea as a public service message. Newspaper stories prepared and posters, car cards and fliers distributed as part of the over-all campaign.
- Organizations asked to mention the survey in newspapers and agencies, along with churches and synagogues, requested to distribute information on the special needs survey.
- A direct telephone survey to 2500 homes in the AC Transit service area as a means of discovering incident rate of seniors and handicapped people and identifying unmet transportation needs.
- In addition, social service agencies and organizations are being contacted to determine what special transit services already are provided by various groups.

To qualify for federal funds, the nation's transit systems must have a program underway by Sept. 30 to improve transit services for the elderly and the handicapped.

Effective April 30, Kimiko "Kimi" Fujii leaves her position on the Board of Directors, where she has served since 1972. She represents Hayward, Fremont-Newark, and adjacent unincorporated areas. Directors have 60 days to fill the vacancy by appointment or, under recently passed state law, they may call an election to fill the post. If they do neither, the Alameda County Board of Supervisors can order an election. Director Fujii submitted her resignation at the April 13 meeting of the AC Transit Board, which adopted a resolution expressing appreciation for her "outstanding leadership as president..." in 1975 and 1976. She plans to marry and move to Colorado this summer.

Expanded Dial-A-Ride Available on June 5

Implementation of AC Transit Dial-A-Ride service in Fremont and Newark will be accelerated with the opening of three new zones June 5.

The Board of Directors approved the speed-up on April 13. It will bring the total number of Dial-A-Ride zones in operation to 13.

Two of the three new zones will combine with existing zones, doubling the size of areas covered and eliminating the need for transferring from one Dial-A-Ride zone to another. The combining of zones also will make more efficient use of equipment.

Some deliveries Take extra effort

A ton of computer — an IBM 360/30 — was delivered to Data Processing in the general offices at the Latham Square Bldg. in Oakland this month; and it came in the hard way: lifted by a crane set up on Telegraph Ave. and hoisted four floors and through a window with glass removed. The system, now being tested, offers greater storage capacity and programming flexibility. It will play a role in UMTA's FARE program which, by 1978, will result in uniformity in reporting of financial data from transit properties, nation-wide.

Passenger accidents drop in '76

AC Transit chalked up its safest year yet in 1976, with passenger accidents the lowest ever — in a year when ridership jumped dramatically.

In addition to passenger accidents, new safety records were established in number of traffic accidents and number of miles driven per accident.

During 1976, passenger accidents dropped 20.1 percent when compared to 1975. Statistics indicate an average of 6.11 passenger accidents occurred for every 1,000,000 passengers carried. The average for 1975 was 7.65 mishaps.

The drop in accidents affecting passengers is made all the more significant by the fact more passengers were carried in 1976 than at any time in the last 24 years, according to Stanley O. Pearce, safety and training superintendent.

Figures also show that traffic accident frequency decreased by 6.8 percent in 1976 over 1975, with traffic accidents occurring an average of 4.93 times per every 100,000 miles traveled. In 1975, the average was 5.29 accidents.

The number of miles driven per accident increased by 10 percent in 1976 when compared to 1975. District-wide average for each accident was 15,478 miles as opposed to 14,068 miles driven per chargeable accident in 1975.

New Employees

AC Transit welcomes these new workers

Adriane Anderson
Transportation
Seminary

Bobbi J. Austin
Transportation
Seminary

Betty Burnett
Transportation
Emeryville

Susan Francisco
Transportation
Richmond

James E. Gonzalez
Maintenance
Seminary

Shirley Haile
Transportation
Emeryville

Joan E. Haukom
Transportation
Emeryville

Regina M. Holloway
Transportation
Seminary

Deloris S. Johnson
Transportation
Richmond

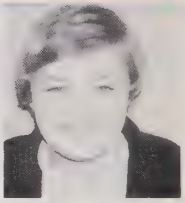
Teresa Jouan
Transportation
Emeryville

Theresa Lynn Lee
Transportation
Emeryville

Patricia McFall
Transportation
Seminary

Ardell Poston
Transportation
Seminary

Geraldine S. Richardson
Transportation
Emeryville



Judy Lynn Sanders
Transportation
Seminary

David A. Slocum
Maintenance
Emeryville

Janice Tabel
Transportation
Seminary

Frances L. West
Transportation
Seminary

Margret M. White
Transportation
Emeryville

Charles E. Zane
Data Processing
General Office

Moving up

New appointments made

Andrew E. Phillips

Joan E. Thome

Andrew E. Phillips has been appointed labor relations representative, according to Robert J. Shamoon, personnel manager. Phillips had been chief clerk, Seminary Division, though actually functioning in the labor relations area since 1974. He became a driver in 1941, became a dispatcher, then served as chief dispatcher from the early '40s until 1972. He lives in Castro Valley with his wife, Evelyn, and has a daughter, Cheryl, and one grand-daughter.

In the same department, *Joan E. Thome* has been appointed employee relations representative after serving as personnel supervisor since 1975. She joined AC Transit as a junior clerk in Treasury in 1962, moving to Personnel as senior clerk in 1967. She lives in Fremont with her husband, Peter, and two sons, Erick and Robert.

Cecil Gross has been appointed chief training instructor, according to Stan Pearce, superintendent of safety and training. He had been a training instructor since 1968 after previous service as a driver, beginning in 1960 when he came to work for the District. Cecil lives in Alameda with his wife, Generva ("Mo"), assistant superintendent of Seminary Division, and a daughter, Pamela.

In the same department, *Billy T. Bishop* has been appointed training instructor after serving as temporary training instructor since 1974. Bishop became a driver in 1967, later working as a dispatcher and, during the energy crisis, participating in a public information program on bus use. He lives in Oakland with his wife, Derline, and three children, Sonia, Senta, and Billy II.

Cecil Gross

Billy T. Bishop

Four pensioner deaths are reported

Four deaths have occurred among the pensioner ranks since the beginning of the year.

Most senior in terms of age was *Albert L. Ferguson*, 99, who died on February 7. A resident of Emeryville, Ferguson had been a rail operator before retirement in 1948. His career in transit began in 1918. He is survived by a daughter, Lorraine Johnson.

Most senior in terms of length of service was *Richard H. Lee*, 77, who died on February 27. Lee, a former motor coach operator, was employed from 1924 to 1965. He was a resident of San Leandro, and is survived by his widow, Kathleen, and a son, Darrell R. Lee.

Herbert R. Anderson, 80, who died on February 11, was a driver before his retirement in 1961. His employment dated from 1934. He was living in Oakland when death occurred.

Fourth of the reported pensioner deaths was that of *Louis Britos*, 77, who died in Nevada City on January 30. Britos had been a millwright.

Canine tale

Trailer club does its "litter bit"

Toasting the Apache Trailer Club's project of collecting enough aluminum cans, glass, and newspapers to provide funds for training a guide dog are AC Transit Driver Ken Smith, wagon master for the club, and his wife Sue.

"The pick of the litter" has a dual meaning for AC Transit's Mel Reece, Ken Smith, Walt Massey and Dan Mullins.

As members of the Apache Trailer Club, a recreational vehicle organization, they spend their weekends gathering aluminum cans, glass bottles and old newspapers.

Going after the litter is part of the club's effort to buy a dog for the Guide Dogs for the Blind in San Rafael.

The 81 families in the club have been involved in the project since March, 1975, when they launched it on the basis, ironically, of mis-information. Members had been told that if they gathered and turned in 10,000 pull tabs from aluminum cans, they would provide a guide dog.

They gathered the 10,000 tabs only to find out they had been given erroneous information. The discovery did not, however, stymie their efforts. In fact, it caused them to launch a more intensive drive to gather enough aluminum, glass and paper to put up the $4,000 it costs to pay for the training of a German shepherd, golden retriever or Labrador retriever at the school for guide dogs in Marin County.

Currently, they have $2,600 in a savings account and anticipate reaching their goal early in 1978.

Officials at Guide Dogs for the Blind note that when the $4,000 is provided, the club will get to select and name a dog. They have already settled on calling the dog "Apache," in honor of their club. Members also will be invited to attend the dog's "graduation" from training.

Worthwhile Project

Ken Smith, a driver and Wagon Master for the club, describes the experience as "very gratifying". It is "really great to be working on such a worthwhile project," he says.

Although it takes a lot of empty soda pop cans and old newspapers to make a dollar or two, occasionally an unexpected bonus appears. Last summer, for instance, they entered a contest sponsored by the Reynolds Aluminum Recycling Plant in Hayward and turned in 790 pounds of cans, which was good enough to win second place and $25.

Mel Reece, who works in the Scheduling Department says of the effort, "Some funny things have happened because of this. Many of our people have a regular route they drive in their neighborhoods just like garbage men. And they have the same problems with dogs! But it will all be worth it when we get OUR dog.!"

Passenger Trips	Feb. 1977	Feb. 1976	% Change
East Bay	3,536,726	3,564,553	.8
Transbay	1,094,695	1,018,749	7.5
Fremont/Newark	97,694	71,876	35.9
Contract Services:			
BART	93,953	73,422	28.0
Concord	48,369	37,633	28.5
Pleasant Hill	10,980	7,658	43.4
Moraga/Orinda*	9,976	—	—
Total	4,892,393	4,773,891	2.5
Fare Revenue			
East Bay	$680,576	$663,500	2.6
Transbay	569,895	512,729	11.1
Fremont/Newark	18,279	13,269	37.8
Contract Services:			
BART	30,117	23,871	26.2
Concord	8,352	5,931	40.8
Pleasant Hill	1,496	1,214	23.2
Moraga/Orinda*	1,627	—	—
Total	$1,310,342	$1,220,514	7.4
Service Miles			
East Bay	1,293,599	1,294,154	.0
Transbay	725,174	717,193	1.1
Fremont/Newark	106,775	62,643	70.5
Contract Services:			
BART	123,842	120,509	2.8
Concord	40,162	36,136	11.1
Pleasant Hill	9,430	9,056	4.1
Moraga/Orinda*	13,623	—	—
Total	2,312,605	2,239,691	3.3

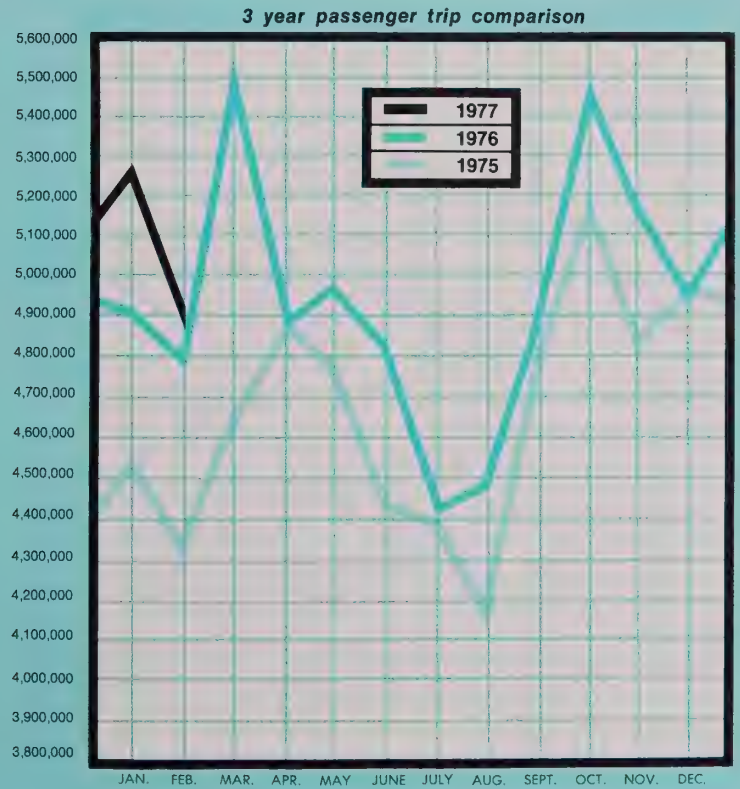
* Contract service in Moraga/Orinda inaugurated Sept. 13, 1976.

February Financial Report

Total operating expense, including interest on bonded debt and principal on bonded debt, for February, 1977, was $4,309,153 while operating income was $1,544,831. Total income, including subsidies from property taxes, sales taxes and Federal aid, amounted to $4,306,349 and left a deficit of $2,804 in meeting full bond debt requirements and operating costs.

Contract services are being paid for by the communities involved.

Nationally, the transit industry showed a decrease of 1.79 percent in total passengers carried.



Actions of the Board

At an adjourned regular meeting March 23, the Board of Directors:

- Awarded contract for furnishing steel products to J. T. Ryerson and Son, subject to compliance with specifications, on motion of Director Rinehart.
- Authorized travel for one District Representative to attend UMTA seminar on Transit Uniform System of Accounts, on motion of Director Fujii.
- Adopted resolution on application for Federal capital assistance for contract service for Antioch/Pittsburg/Brentwood, on motion of Director Rinehart.
- Set public hearing for May 11, 1977, 4 p.m. regarding capital assistance for Antioch/Pittsburg/Brentwood contract service, on motion of Director Rinehart.

* * *

At a regular meeting April 13, the Board of Directors:

- Awarded contract for printing public timetables to Abbey Press, subject to compliance with specifications, on motion of Director Rinehart.
- Approved soliciting bids for driver uniform trousers, slacks, and shirts, on motion of Director Berk.
- Authorized travel for one management executive to attend APTA Mid-Year meeting, on motion of Director Rinehart.
- Authorized implementation of Dial-A-Ride Zones 3 and 14 in Fremont, Zone 18 in Newark, and minor system design modifications, on motion of Director Rinehart. (See story, P. 6)
- Authorized operation of regional park service June 18 through Sept. 5, with contribution by East Bay Regional Park District of $6,000 in cash and in-house services, on motion of Director Rinehart. (See story, P. 5)
- Authorized operation of sightseeing tours June 11 through Sept. 2, on motion of Director Rinehart. (See story, P. 5)
- Approved soliciting bids for purchase of three bill-coin changer machines, on motion of Director Rinehart.
- Authorized General Manager to enter into a lease agreement for additional parking space at Newark Division and agreement for Southern Pacific right-of-way, on motion of Director Berk.
- Adopted resolution expressing deep appreciation to Kimi Fujii for leadership, service and example as President of Board of Directors, on motion of Director Rinehart. (See box, P. 6)

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Telephone (415) 654-7878

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ROY NAKADEGAWA ..... Vice President
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RAY RINEHART ..... Director at Large
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WILLIAM J. BETTENCOURT ..... Ward IV
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Transit-Times

It's Sunshine Tour Season

Letters to Otis and Phil

Mark
Grade 1

Mira Vista School
Richmond

Oakland Raiders Phil Villapiano and Otis Sistrunk have been AC Transit's "ambassadors of good bus riding behavior" to East Bay school children for about five years. In a program called "Project Linebacker", they have visited with and shown football films to thousands of youngsters, many of whom have responded afterwards with letters. A few are shown here, mostly condensed but with original spelling and grammatical intent fully intact!

When you really play you play hard and good. Drink milk and don't eat a lot of sweets or your muscles with fall asleep and so will you.

Tell Kenny I said hie. Say hello to blintnikoff too.

I want to see your team win the 77's world series.

Alan
Mira Vista School
Richmond

* * *

I watched the Super Bowl and I thought it was great. My dad is a big fan of yours. My dad skipped a day of work just to watch the Super Bowl.

Do you like Fran Tarkington? He looks kind of small. How can he tackel anybody? Does he ask his mother to help him tackel on of you?

Jean
Mira Vista School
Richmond

* * *

I wanted to ask you a question when I was at the auditorium. When you play football and you be running and tackling people and then you have to use the bathroom, what do you do?

Michelle Stanton
Mira Vista School
Richmond

I hope you know that my name is Vance and my daddys name is Chilie. I hope the raiders when.

And I hope you make a lot of touchdowns. If mean Joe breks your nose I would brake his nose.

I love to play football. So does my daddy. My dad works on the A.C. transit.

I know your going to when the super bol.

Vance
John Marshall School
Oakland

* * *

I told my mother, brother, and grandmother I saw Mr. Sistrunk. David, my brother, said no you didn't. I called my friend, and he asked her if I did. David said what does he look like? I said, you are a fool, he looked like he is on TV.

Cathy J. H.
John Marshall School
Oakland

* * *

Thank you for coming to our school. My family has been Raider fans for a long time! The movie was really great! Our whole class were yelling all trough the film. I seen 3/4 of the film, the rest of the time I was in the office.

Chris Bettencourt
Ashland School
San Leandro

Marketing of new service continues

Heading for New service

— Terry French, Maintenance, rolls off head signs for new routes to serve Shore Acres, West Pittsburg, Pittsburg, Antioch, Oakley, and Brentwood in East Contra Costa County.

Efforts toward informing East Contra Costa County residents of how to use their new AC Transit bus service, which starts June 6, have resulted in informational mailings to approximately 30,000 homes, apartments, and trailers in Shore Acres, West Pittsburg, Pittsburg, Antioch, Oakley, and Brentwood.

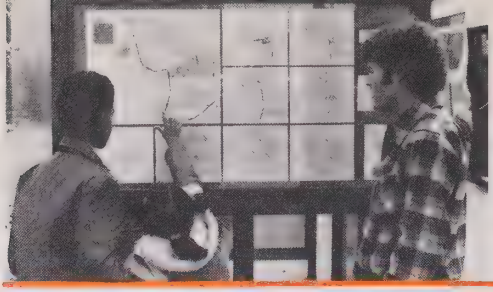
The packet includes a map and complete bus schedules for the three new routes — Lines 380, 381, and 382 — plus information relating to the existing BART Express P. Line.

Other marketing efforts have included preparation of posters bearing the slogan, "Try Tri-Delta Transit", for area-wide posting by chambers of commerce; printing of signs for display on the outside of buses; establishment of a toll-free number for service information; distribution of newspaper publicity; and planning for opening-day ceremonies. To acquaint residents with the new system, rides will be free June 6-10 on Lines 380,381, and 382.

In another development relating to the new service, the way was cleared at the May 11 Board of Directors meeting for seeking a $591,130 federal grant to cover purchase of five advance design buses to serve East Contra Costa riders. The grant would also cover spare units and bus shelters.

Funding for remaining capital requirements, will be sought through a separate grant application. Surplus buses are being used in the initiation of service.

THE COVER — With the eleventh season of summer "Sunshine Tours" due to begin June 11, thoughts fondly turn to such popular destinations as Mission San Juan Bautista, Korbel Winery, and Great America. Last year, the opportunity to "get away from it all" for a day of bus touring/exploring was seized by more than 5,500 people, of which 85% were adults. This summer, 83 tour days are planned, running through Sept. 2. Information and reservations are available by calling 654-7878, EXT. 314.



NEW TRAVELERS' AID — Tim Taylor (right) and his modular maps display details of AC Transit service in Berkeley.

Modular approach To bus route maps Tried in Berkeley

A city map, a copying machine, colored inks and Tim Taylor's creativity combined to produce a new and comprehensive guide to public transportation in Berkeley.

Taylor claims his new "modular" maps, each depicting a different AC Transit bus route, eliminates a source of confusion because there is no over-laying where different routes may happen to coincide.

Seven small maps of AC Transit service in Berkeley are posted with a larger city map that gives street names and the connections to BART.

Taylor says his concept was used with success within the confines of the University of California campus, where he operates shuttle bus services.

The expanded, city-wide guide is in use in cooperation with AC Transit on bus shelters at Center St. and Shattuck Ave. and on Bancroft Way outside the U.C. Student Union. Both shelters also have the regular AC Transit route map and schedules of bus departure times.

Mini-models

Yes, they're smaller But the ride is fine

More AC Transit riders are becoming familiar with the new heavy small bus now that all 29 vehicles ordered by the District either have arrived or are expected by the end of the month.

Twenty-two of the new buses are available for neighborhood service in Fremont and Newark, where Dial-A-Ride and commute hour Mini-Route customers already are familiar with their features.

Four small buses were scheduled to be phased into Country Coach service in Orinda and Moraga, in Contra Costa county, by the end of May, and two others into operation in Pleasant Hill June 6.

AC Transit began the search for new light-weight but reliable vehicles in 1970. The buses, built to meet District specifications, feature a wide 48-inch door, big windows, air conditioning and fabric-covered seats for 25.

LAST OF THE FIRST — The last of the first new heavy duty small buses for Fremont and Newark rolled into operation May 27, bringing the total number of little coaches operating in District 2 to 22. The 25-seat coaches are being used for neighborhood service, operating on mini-fixed routes during commute hours and in Dial-A-Ride service during off-peak hours.

Responses in from Citizens seeking Board appointment

Letters of interest from 74 persons desiring appointment to the Board of Directors were received this month and were being processed prior to board action in filling the two vacant posts.

The At-Large vacancy will be filled from within AC Transit's boundaries covering Alameda, Albany, Berkeley, El Cerrito, Emeryville, Fremont, Hayward, Newark, Oakland, Piedmont, Richmond, San Leandro, San Pablo, and the unincorporated areas of Ashland, Coastro Valley, El Sobrante, San Lorenzo, and Kensington.

The Ward 5 seat will go to a person from the cities of Hayward, Fremont-Newark, or adjacent unincorporated areas within Alameda County.

Appointees to the posts will serve until January, 1979, yielding the directorships to candidates chosen in the November, 1978, General Election.

The vacancies occurred as a result of last month's resignations of Kimiko "Kimi" Fujii, a director since 1972, and Chester C. McGuire, Jr., on the board since 1975.

Paychecks at AC Transit are reflecting an increase in the cost of living this month, in keeping with the District's contract with Division 192, Amalgamated Transit Union.

The adjustment amounts to pay hikes of up to 17 cents an hour for the drivers, effective April 24. Other salaried employees are receiving similar increases in their pay.

Changes in the government's Cost-of-Living Index are the basis for the adjustments, which have occurred 23 times since the program was initiated in January, 1969.

Drivers meet safety goal

All divisions met April's safe driving goal of 13,250 miles of accident-free driving. Newark had 18,764 miles per accident; Seminary, 14,229; Emeryville, 14,187; Richmond, 13,920.

CAKE AND KUDOS — L. L. McDonald, superintendent, accepts a framed citation honoring Newark Division's 18-month string of safe-driving victories from General Manager Alan L. Bingham. Division drivers earned the honors, and the accompanying cake and ice cream refreshments, by beating Seminary Division's previous record for 17 consecutive months of beating established goals for safe driving.

Purchases and Stores acts as AC Transit's shopping service

The word "purchases" means, to most of us, buying groceries, clothing, and household necessities, plus occasional "big ticket" items such as major appliances, a car, or a house. Likewise, the word "stores", to the average person, means Macy's or the supermarket.

To professionals like John Krajcar, manager of purchases and stores, and his department of 26 people at Emeryville Division, "purchases" means everything from buying 6-1/2 million gallons of diesel fuel a year to keep the District's fleet of buses running to buying paper clips and other supplies to keep the flow of office-work moving. The department issues about 150 purchase orders each week.

To Krajcar, "stores" means the approximately 10,000 items currently on hand at the main storeroom in Emeryville and in the three smaller "satellite" storerooms at Richmond, Seminary, and Newark Divisions.

Current inventory, including all parts, materials, fuels, and lubricants is worth about $550,000; and, says Krajcar, this is "turned over" about ten times a year.

Department duties

In defining his responsibilities, Krajcar — whose staff includes Pete Thome, assistant manager, George Akers, supervisor of stores, and two buyers — says that purchasing entails being "responsible for all materials and supply services required by the District, including handling bid specifications for all major equipment contracts, selling used surplus property, and leasing bus tires."

The latter is necessary, he explains, because bus tires represent an "investment so great, with servicing requirements so demanding, that the District feels it is more cost-effective to lease."

Besides purchasing fuels, lubricants, and building/office/medical supplies, the department's buyers are also in the "rag" (clothing) business, for they purchase uniforms for AC Transit's force of more than 1,400 drivers — slacks for women, trousers for men in two different fabric weights, and uniform shirts in both short and long sleeve styles.

This buying requirement adds up to two pairs of slacks/trousers and four shirts per year for each driver. Less stylish, but just as essential, are the coveralls and coats purchased for Maintenance workers.

Besides goods, services must be purchased: the outside specialists who repair the office equipment, maintain the fire extinguishers, and clean (or launder) everything from shop towels to the "sumps" in the steam and wash racks in the maintenance facilities.

The stores function, explains Krajcar, involves "receiving, shipping, warehousing, and delivery of all materials commonly used", ranging from engine and body repair parts to paper towels. And this stock is continually growing with expansion of service and acquisition of new buses requiring special components, such as the mini-buses now in use and the fleet of 30 articulated buses scheduled to go into service in 1978.

"Because of the wide variety of our vehicles, the department is expected to grow considerably in the next few years," Krajcar said.

Inventory control

Keeping track of stock on hand is accomplished with the aid of a computerized inventory control system in use since 1968. Future plans call for an in-house computer system to take over this task, providing greater capability and faster retrieval of fresher inventory data.

Another function of the department is printing major quantities of in-house forms and other materials, which are run off on a Model 1250 Multilith press.

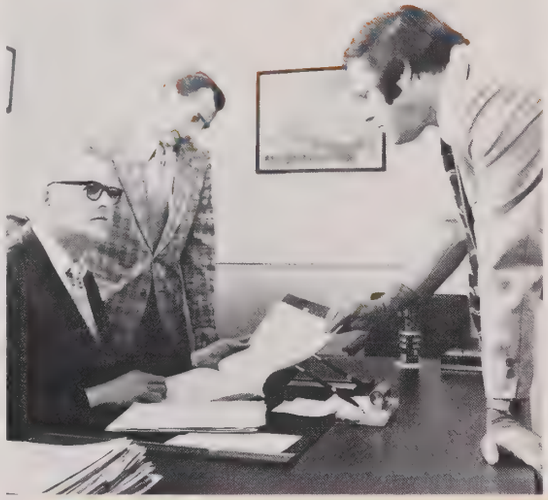
A tour through the main store room gives a vivid indication both of the range and quantity of items in stock. Body parts, brake linings, and building supplies are kept on hand. A mezzanine area stores hundreds of boxes of other materials, including a recent shipment of 20 million transfers! Arrayed in a corner are rows of fare-boxes — some shiny with chrome-plating; others, with marred, flaky paint, waiting to be sent out to be plated.

In addition, outside storage areas are used to shelter larger or less-often-needed items, such as boxes of specially-cut, curved windshield glass, stacks of bumpers, and bolts of seat-cover material.

A program of security measures protect the stock in all locations.

Krajcar is a veteran of 31 years in transit.

Team talk



BUYING AND STORING — When it comes to a question of what's in stock, there's no need to guess: checking a current computerized inventory control listing are (left, above) John Krajcar, purchases and stores manager; Pete Thome (center), assistant manager; and George Akers, supervisor of stores. Conferring on one of the items they are responsible for purchasing — 1,000-watt bulbs used in yard lighting — are (right, above) Toby Klieman and Bob Dunn, buyers. Another departmental chore, in-house printing, is performed (left, below) by Al DeNurra; while (right, below) A. J. Moreno and Ed Keaton (wearing hat) are shown keeping stock in order at the main storeroom in Emeryville.

Stores chores

New Employees

Mark A. Beam
Treasury
General Office

AC Transit welcomes these new workers

Sandra L. Black
Transportation
Emeryville

Geraldine Brooks
Transportation
Richmond

Joyce Butler
Transportation
Richmond

Lynda B. Clark
Transportation
Emeryville

Darlene Davidson
Transportation
Emeryville

Kristina A. Katson
Transportation
Emeryville

Lorraine N. Lanoza
Transportation
Seminary

Vicki Jo Marlin
Transportation
Seminary

Peggy McAfee
Transportation
Emeryville

Ann A. McClain
Transportation
Emeryville

Lillie Mae Newell
Transportation
Seminary

Barbara J. Newman
Transportation
Emeryville

Bonnie J. Nichol
Transportation
Emeryville

Jonquil A. Peterson
Transportation
Richmond

Judith Pierson
Transportation
Seminary

Faye Rowan
Transportation
Seminary

Gloria J. Smith
Transportation
Seminary

Darlene Donna Soto
Transportation
Seminary

Emma Wilson
Transportation
Seminary

Customer Services Relocate for ease Of bus patron use

East Bay bus riders will find a wide variety of services consolidated at a single counter in AC Transit's new Customer Services office, located in downtown Oakland.

The new lobby office in the Latham Square Building at 16th Street and Telegraph Avenue handles requests for information and lost-and-found articles.

Bus schedules, route maps and brochures describing special District services are obtainable from a new revolving information stand in the lobby.

Tokens and bus tickets are on sale in the office.

On Tuesdays, Thursdays and Fridays of each week, senior citizens (65 years and older) and handicapped riders may obtain Bay Region Transit Discount Cards at the same location. The cards identify patrons eligible for reduced rates on Bay Area public transit systems.

Office hours are from 8:30 a.m. to 5 p.m. weekdays.

CUSTOMER SERVICES — Provided by Val Houdyshell (left) and Lorrie Trevino, who handle customers' inquiries in new, convenient lobby office.

Lou Bailey

Lou Bailey promoted By Richmond Reserves

If you run into Lou Bailey on the job in the Charter Department, Emeryville, call him "Captain Bailey".

He's been entitled to the title since April 7 when he was promoted by the Richmond Police Reserves, which he joined in 1957. The promotion from Reserve Lieutenant — his rank since 1975 — puts Lou in charge of the activities of between 30 and 45 reserve officers: administrative duties, training, discipline, financial.

According to Captain Bailey, who currently spends about 35 hours a month on reserve duties, the Richmond para-professionals perform standard police functions — everything from investigating family fights to crowd control to traffic to stolen bikes. Two of the reserves do regular patrol duty every Friday and Saturday nights. But they are sometimes out in force, as needed.

Richmond Reserves complete 200 hours of training, including a 40-hour state-required course, 30 hours with the force's regular training officers, and the rest within the reserve unit itself.

In addition to other department duties, Lou regularly conducts 45-minute tours for school children through the Emeryville facility, giving a behind-the-scenes view for young transit users.

He joined Key System Transit Lines in 1954 as a driver, later becoming union business agent and president of the local before joining AC Transit's Charter Dept. in 1967.

For the Baileys, in fact, AC Transit is very much a family affair: Lou's wife Helen, and son-in-law, Roger Cottle, also work in the Tranportation Dept; and his son, David, is in the Maintenance Dept.

New system

Computers aid in bus contact

AC Transit radio dispatchers are going to be in constant contact with every bus in the fleet, even if the drivers are too busy to engage in conversation.

A new communications system authorized by the District's Board of Directors will rely on mini-computers to do much of the routine communicating.

When the system is in place, the computers will make contact with digital logic units in the 800 buses every seven minutes.

On TV-like display screens, the computers will produce a constant roster of all assigned route numbers and schedules; even the "not in service" buses will be included.

The drivers will encode the units in the buses and subsequent identification — during both verbal contact and the silent, computerized radio communication — will be automatic.

Eventually, the system could be able to report actual vehicle locations, accurately to within a few hundred feet. It will be able to count passengers, compile fare box and vehicle mileage statistics, even check on adherence to schedules.

The District's Directors awarded a $2,491,374 contract to Motorola for the system. Mobile Radio Engineers, a local Motorola distributor, was awarded a $20,917.75 contract to furnish the parts that will make 375 of the District's current radios compatible with the new system.

The new radio network will operate on eight channels (with provision to add two more if need be) broadcasting from four sites around the Bay Area.

The contract calls for the new equipment to be in place in one year, and for the system to be operating in six months more.

Pleasant Hill and Concord residents are riding buses in increasing numbers, accounting for the largest percentage growth among AC Transit contract services.

Pleasant Hill passenger trips totaled 12,924 in March, 1977, an increase of 39.9 percent over the 9,239 who rode in March, 1976. Bus service in Pleasant Hill was inaugurated December 8, 1975, and 6,966 passenger trips were recorded in January, 1976, first full month of service.

Ridership figures in Concord in March totaled 55,335, up 30 percent over the 42,573 who rode in March, 1976. Concord service started Sept. 8, 1975 and 36,426 rode in October, 1975, first full month of service.

Driver and three pensioners meet deaths

The deaths of one employee and three pensioners have been reported.

Brian J. Finnegan, 27, a driver at Seminary Division, died on May 4 in Oakland. He had been employed since July 19, 1976.

Funeral mass was held on May 7 at Our Lady of Grace Church in Castro Valley, where Finnegan lived. Burial was at Holy Sepulchre Cemetery, Hayward.

He is survived by his father, James J. Finnegan.

James T. Hall, 79, who retired as a driver in 1963, died of a heart attack in Oakland March 24. His employment dated from 1941. Survivors include his widow, Myrtle, and children: Gloria, Barbara, and James.

Dudley S. Williams, 63, a painter at Emeryville Division before his retirement in 1973, died of pneumonia on March 21 in Grants Pass, Ore., and was buried in Golden Gate National Cemetery, San Bruno. His employment dated from 1947. He leaves his widow, E. Lee, and a son, Frank.

Earl I. Ryan, 71, who retired in 1967 after 26 years as a motor coach operator, died in Kelseyville on April 6. Burial was at Oakmont Cemetery, Lafayette. Before retirement, he worked at Emeryville Division. He is survived by his widow, Annie B., and five children: Raymond, Alvin, Colleen, Jeannine, and Gretchen.

Passenger Trips	March 1977	March 1976	% Change
East Bay	4,119,838	4,060,506	1.5
Transbay	1,287,507	1,253,565	2.7
Fremont/Newark	111,685	83,885	33.1
Contract Services:			
BART	108,938	85,972	26.7
Concord	55,335	42,573	30.0
Pleasant Hill	12,924	9.239	39.9
Moraga/Orinda*	11,158	—	—
Total	5,707,385	5,535,740	3.1
Fare Revenue			
East Bay	$ 783,455	$ 762,783	2.7
Transbay	661,581	647,212	2.2
Fremont/Newark	20,543	15,357	33.8
Contract Services:			
BART	34,996	28,117	24.5
Concord	9,673	6,647	45.5
Pleasant Hill	1,776	1,403	26.6
Moraga/Orinda*	1,681	—	—
Total	$1,513,705	$1,461,519	3.6
Service Miles			
East Bay	1,489,317	1,486,896	.2
Transbay	851,453	857,359	.7
Fremont/Newark	126,793	73,375	72.8
Contract Services:			
BART	147,560	142,824	3.3
Concord	47,642	41,382	15.1
Pleasant Hill	10,846	10,419	4.1
Moraga/Orinda*	16,495	—	—
Total	2,690,106	2,612,255	3.0

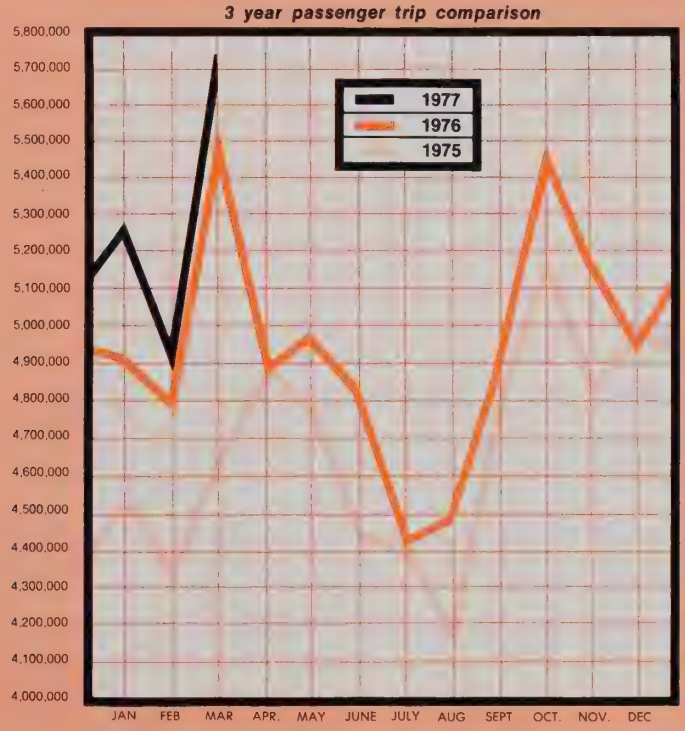
*Contract service in Moraga/Orinda inaugurated Sept. 13, 1976

March Financial Report

Total operating expense, including interest on bonded debt and principal on bonded debt, for March, 1977 was $4,724,697 while operating income was $1,782,918. Total income, including subsidies from property taxes, sales taxes and Federal aid, amounted to $4,516,730 and left a deficit of $207,967 in meeting full bond debt requirements and operating costs.

Contract services are being paid for by the communities involved.

Nationally, the transit industry showed an increase of 2.47 percent in total passengers carried.



Actions of the Board

At an adjourned regular meeting April 27, the Board of Directors:

- Awarded contract to Motorola Communications & Electronics for furnishing two-way mobile radio equipment, subject to compliance with specifications, on motion of Director Rinehart.
- Awarded contract to Mobile Radio Engineers for furnishing radio parts, subject to compliance with specifications, on motion of Director Rinehart.
- Awarded contract to General Motors Corporation for furnishing 66 Advance Design buses, subject to UMTA audit of bid price and to compliance with change order for handicapped lifts, if desired by the District, on motion of Director Rinehart.
- Adopted letter to People's Republic of China introducing Director Nakadegawa and expressing friendship, on motion of Director Rinehart.
- Authorized retitling and/or updating job descriptions of six positions, abolishing three positions, and creating four positions in the Finance Department, on motion of Director Berk.
- Authorized continuance of the services of Arthur Young and Company through the audit of fiscal year ending June 30, 1978, on motion of Director Rinehart.
- Authorized Director Nakadegawa to attend conference on para-transit at University of California, Berkeley, on motion of Director Rinehart.

* * *

At a regular meeting May 11, the Board of Directors:

- Authorized leasing three additional buses on weekends to Golden Gate Bridge, Highway and Transportation District, on motion of Director Nakadegawa.
- Adopted resolution authorizing filing amendment to UMTA grant to aid in financing 66 advance design buses and implementation costs of FARE, on motion of Director Rinehart.
- Authorized General Manager to advertise and seek bids for purchase of office furniture and equipment, subject to UMTA approval, on motion of Director Rinehart.
- Approved purchase of 10 precast concrete benches, on motion of Director Rinehart.
- Approved minor reroute of Line 12 in Oakland Army Base, on motion of Director Rinehart.

Transit-Times

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ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
508 16th St. Oakland, California 94612
Telephone (415) 654-7878

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ROY NAKADEGAWA ..... Vice President
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Vol. 19, No. 12 JUNE 1977

Transit-Times

AC TRANSIT

New transit service Greeted with fanfare In East Contra Costa

- - 1977

UNIVERSITY OF CALIFORNIA

Our 'Stockholders' Write

Three weeks ago, I witnessed a touching scene. One of your drivers *(Oscar Williams)* who was stopped at a stop sign noticed a man — so crippled — trying to cross the street toward his bus.

The driver motioned the man that he would cross over to meet him but evidently the man was totally involved in trying to navigate.

The driver helped the man to board — did not in any way embarrass him — in fact, he did the whole thing so smoothly the man was overcome with gratitude.

We went a mile further and a blind girl (I see these things every day) wanted to have a direction to get to San Francisco. This driver made sure she was at her station safely.

Everyone on the bus had beautiful words for this man.

Lorry Savercool
Albany

* * *

I am writing in concern of the way one of your drivers—*John Hodges*—treats his passengers on the bus. He was extraordinarily friendly and good-humored. The whole busload of people liked him. He even announces the streets as he comes to them, and then reels off a list of buses to catch if you get off then. He's always smiling and laughing.

Matt Lodbell
San Leandro

* * *

I wish to express my deepest gratitude to driver *Lavonne Craft* for recovering and turning over to Lost and Found my purse, which was lost on a 67 bus. The aforementioned employee is an asset to AC Transit.

Mona Mashy
El Cerrito

* * *

Your operators have conducted themselves favorably in dealing with the public in spite of trying circumstances. Threats, verbal abuse, disregard for the "No Smoking" and "Radios Silent" signs, and physical violence were handled in a courteous, mature manner in each instance. I do not know the names or identification numbers of any of the drivers; therefore I cannot single anyone out for special mention.

The Bay Area is fortunate to have the type of public transportation you provide and to have the personnel to make it go.

James M. Barr
San Leandro

* * *

We had to take a detour due to the fact that the Webster (Posey) Tube was blocked off. I knew I was going to be in trouble with everybody down the line, starting with my babysitter.

Normally I get upset in such a situation but would like to thank you for hiring the bus driver whom we had: *Emelda Rideau.* She totally took the matter into hand and got everybody in control, and had the *entire* bus laughing with her tremendous sense of humor. She was personable, polite, courteous and went out of her way to see that everyone got to their destination all right. I had tears in my eyes from laughing so hard with her and everybody else on that bus.

Vicki Kelly
Alameda

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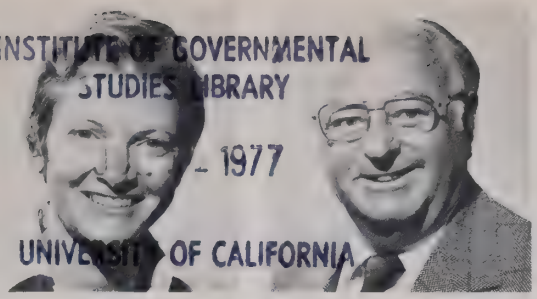


Jean A. Holmes

Paul B. Godkin

New Directors appointed to Board

Two new members have been appointed by the AC Transit Board of Directors.

Paul B. Godkin, of Oakland, and Jean A. Holmes, of Fremont, will fulfill the unexpired terms of Chester C. McGuire, Jr., of Berkeley, and Kimiko "Kimi" Fujii, of Hayward, who resigned in April.

Godkin will serve as Director-at-Large and Mrs. Holmes will represent Ward 5 which consists of Fremont, Newark, Hayward and adjoining unincorporated areas. Both terms run through 1978.

Godkin and Mrs. Holmes were selected by the current Board of Directors after a month-long search which resulted in 74 applicants. Their appointments were announced June 8.

Godkin, a founder in 1953 of AGE, a membership department store, served as executive president of that organization. He retired last year.

Godkin also served for 18 years as a member of the Oakland Police Department, and maintains membership in the Police Welfare Association and the Sheriff's Association of Alameda County.

Currently, he is a regent for College of Holy Names and serves on the boards of the Cerebral Palsy Center for the Bay Area and of the Shoong Foundation.

His eight years of service on the Oakland Housing Authority included four years as chairman, and he is a past director of the Oakland Chamber of Commerce.

A native of Oakland and graduate of St. Mary's College High School and of Merritt Business School, Godkin is married and has four children and seven grandchildren.

He is a veteran of World War II army service, including duty in Iran and Italy.

Mrs. Holmes, who currently serves as chairman of the Fremont Planning Commission, was co-chairman of the citizens' committee to bring bus service to Fremont and Newark. She has been active both in political and community activities for several years, combining a heavy schedule of volunteer activism with business management. She is the owner of Mission Deli Gourmet Cookware in Fremont and partner/manufacturer for Jean's Macrame.

In 1973-74, she served as chairman of the Citizens Advisory Committee on Budget and Finance for the Fremont-Newark Community College District.

Mrs. Holmes has worked both on behalf of candidates for national political office and for local candidates and issues.

Her affiliations include Fremont League of Women Voters; Fremont Branch, American Association of University Women; Democratic Women's Forum; and National Women's Political Caucus.

A graduate of Fontbonne College, St. Louis, Mo., Mrs. Holmes is married and the mother of three.

THE COVER — The twang of guitar strings and the clatter of assorted kitchen utensils signaled the start of bus service in Eastern Contra Costa County. Entertainment at the first of five official ribbon cuttings was provided by Antioch's Senior Citizen "Kitchen Band." Then civic leaders and interested citizens boarded a special bus — decked out in red, white and blue bunting — to travel to the traditional inaugural ceremonies. In the communities linked by the new transit service, dozens of residents joined in the opening day festivities.

East Contra Costa communities

WHIMSICAL WELCOME — Costumed musicians of the Edna Hill School Band rocked the landscaping outside Brentwood City Hall with a humorous medley of tunes. Their performance enlivened the third of five community celebrations.

New bus service was inaugurated in Eastern Contra Costa County this month with a series of neighborly ceremonies that would be hard to surpass.

Participants turned out by the dozens. Groups of senior citizens took part, furnishing entertainment and refreshments. A large group of happy riders traveled to five communities on a special ceremonial bus.

The start-up of service operated by AC Transit under contract with the Eastern Contra Costa Transit Authority took place June 6th.

Mayors of the three cities involved, county and regional officials, and business and civic leaders joined AC Transit General Manager Alan L. Bingham and other invited guests in the fete.

CUTTING THE RIBBONS — In Oakley (above), Postmaster Ray Michelotti wielded the scissors, flanked by (left to right) Leonard Celoni, Oakley Water District; Nick Rodriguez, Oakley School Board and Lions Club; Molly Reeves, a Transit Authority director; Alvin Jesse, Oakley Sanitary District; Louise Allington, Senior Citizens Club; Joanne Byer, Soroptimist Club; and Samuel Magistrale, Oakley Fire District.

In Antioch (above right, left to right), Walt Prowell, Sig Lanstrom and Doris Connolly, ambassadors of the Chamber of Commerce; James Davi, mayor pro tem and a Transit Authority director; Les Fontana, Chamber of Commerce president; and Mayor Verne Roberts officially inaugurated the new bus service.

In Brentwood, participants in the traditional ribbon cutting were (left to right) Edie Harmon, East County Council; Barbara Guise, Transit Authority chairman; Mayor Joseph Cunningham, also a Transit Authority director; Larry Day, Chamber of Commerce; and Delma Webb, a Transit Authority director.

Ribbons parted as

welcome "Tri Delta Transit"

Three new local bus lines — Lines 380, 381 and 382 — were inaugurated, linking the communities of Shore Acres, West Pittsburg, Pittsburg, Antioch, Oakley and Brentwood. The lines provide inter-community travel plus connections with BART Express Line P, also operated under contract by AC Transit between Eastern Contra Costa and BART/Concord station.

Free rides the first week was the Transit Authority's way of inviting potential patrons to try the buses and 2126 riders accepted the complimentary transportation. By the first Friday, the daily total of rides exceeded the planners' expectations.

The new service was christened "Tri Delta Transit," a name planners expect to prove easy to say and remember.

bus service started

CELEBRATING SONGSTRESS — When May Rodrigues played her home-made horn (fashioned from the upper part of a drip-style coffee pot) the other start-up day celebrants couldn't resist the urge to sing along with her. A member of the Antioch Seniors' "Kitchen Band," she added much to the festive air during the inaugural day bus trip. Her music supplemented the entertainment provided by AC Transit's own Dixieland trio — Supervisor Don Meyers and bus drivers Chester Anderson and Ron Freund. And Senior Transportation Planner, Gene Gardiner, who was involved in developing the new service, returned from vacation to lead riders on the ceremonial bus in singing.

START-UP DAY—In Pittsburg (above left), the ribbon was cut by Frank Quesada, mayor and a Transit Authority director. Helping hands included (left to right) Jay Pilant, 50 Plus Club president, Joseph Siino, a Transit Authority director, and Calvin Moore of the Chamber of Commerce.

In West Pittsburg, (left) Contra Costa County Supervisor Eric Hassletine handled the scissors. Looking on were (left to right) BART director Nello Bianco, Transit Authority director Helen Macintosh, Louise Giersch of the Metropolitan Transportation Commission, Transit Authority chairman Barbara Guise and Gene Brusatori, director of the county's Social Services Department.

AC Transit's legal staff repre

Trial attorneys act as in-house Law firm with busy court schedule

What's the connection between a dent on the side of a bus, an employee who's dissatisfied with a grievance procedure, and the expiration of a union contract?

The answer is that all are events of particular concern to the District's legal staff, supervised by Richard W. Meier, Chief Trial Attorney.

Meier and Attorneys Richard L. Kassis and Daniel J. Ready function as, according to Meier, "a law firm for the District". In their activities, they work closely with both Claims and Personnel, utilizing a "team concept" which has stood the District in good stead.

In dealing with damage suits, for instance, Meier estimates that the District's "settlement figures are among the lowest in the Bay Area," though he stresses that the chief emphasis in this area is making sure that fraudulent claims are exposed and that settlements for just claims represent a fair figure.

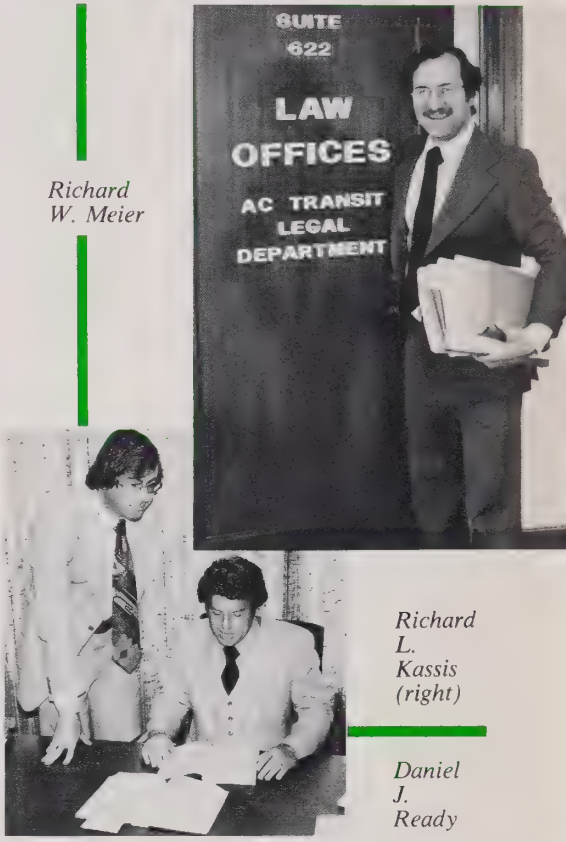
Injury claims

Most commonly, according to Meier, damage suits stem from onboard falls or cases of passengers claiming injury when there's been some type of bus/vehicle contact, no matter how slight.

"About 85 percent of jury verdicts and arbitration awards are returned in favor of the District," Meier says, estimating that, at present, 13 suits are filed against the District per month. There are currently 325 active lawsuits on the books.

The labor arbitrations involve the District and a union employee who is dissatisified with a grievance procedure. The attorneys work closely with Personnel on arbitrations to insure a just disposition.

In the area of preventive legal activity, the staff spent three months, also working with Personnel, to set up a series of training seminars on consistent and fair application of discipline. The seminars have been given since the beginning of the year to employees from supervisors on up.



Richard W. Meier

Richard L. Kassis (right)

Daniel J. Ready

This month, the attorneys also have been involved in contract negotiations, necessitating weeks of preparation and long hours across the bargaining table. Another area of working as a team with Personnel is in AC Transit's affirmative action program. Dick Kassis (an Emeryville City Councilman) serves also as legal advisor to the Pension Board.

The legal trio must maintain a lively pace, for they currently average about 50 court appearances and depositions each month in their goal of "attempting to provide", according to Meier, "the most effective legal representation for the District."

sents District in many ways

Nisbet serves Board, management; Performs as legislative liaison

Robert E. Nisbet, attorney for the District, wears a number of hats: some representing his responsibilities to AC Transit's Board of Directors and to its management, plus others indicative of his function as liaison to various outside organizations whose actions affect the District.

As AC Transit's chief legal advisor, he is one of three individuals (along with Alan L. Bingham, general manager, and Lawrence A. Rosenberg, district secretary and administrative projects manager) who report directly to the Board. He advises Directors on any and all legal matters relating to the operations of a public transit district which must adhere to stringent federal, state, and local requirements.

He serves also as legal advisor to the General Manager and to department heads.

He is concerned with the District's contractual obligations, including operating contracts, service agreements with East Bay cities, and contracts with other public agencies.

Other duties

Responsibilities also include overseeing the activities of the Legal Department, with its three attorneys, though he is not generally involved in the department's day-to-day operations; and supervising any legal work assigned to outside consultants.

A considerable portion of his time, however, is now allocated to the "quasi-legal area of legislative liaison."

This involves keeping an eye on legislation that might affect the District; providing active support for legislation that would be beneficial to the District in meeting its transit goals; reviewing material emanating from state and federal agencies for its application to District operations; and representing AC Transit before and within a wide variety of public agencies and legislative bodies.

Robert E. Nisbet

He serves now, for instance, as Executive Director of the California Association of Publicly Owned Transit Systems. He is a member, also, of the California Departmental Transportation Advisory Committee and an alternate member of the San Francisco Bay Area Transportation Terminal Authority.

Nisbet's present function has evolved over the nearly 20 years since he played an active role in formation of the District, drafting the legislation by which AC Transit was created, campaigning for its approval by voters, and becoming one of the first three employees.

Looking back, Nisbet notes both the changes that have occurred in public transit over two decades — notably in the area of funding — and the challenges that lie ahead.

A major challenge, he believes, "is to see that adequate funds are available to the District as costs continually rise." Along with that, he stresses, is the necessity of using existing funds in more innovative, economical ways.

Nisbet, a native of Oakland, is a graduate of UC, Berkeley, with a law degree from Hastings.

New Employees

Sharon Allred
Schedule
General Office

AC Transit welcomes these new workers

Jacklyn A. Brown
Transportation
Richmond

Bari A. Burton
Transportation
Richmond

Betty J. Carlisle
Personnel
General Office

Anthony Clifton
Maintenance
Emeryville

Rita M. Dixon
Transportation
Richmond

Rita Drake
Transportation
Richmond

Alfreda Gibson
Safety & Training
Seminary

Ruth Johnson
Transportation
Seminary

Monica Knox
Transportation
Richmond

Karolle J. Lindsay
Transportation
Richmond

George A. Nagore
Maintenance
Emeryville

Nancy Oliver
Transportation
Seminary

Judith Ann Ono
Transportation
Seminary

Lois L. Owens
Transportation
Richmond

Anne C. Percival
Transportation
Seminary

Allen J. Perry
Maintenance
Emeryville

Alicia Robleto
Transportation
Emeryville

Nancy M. Skowbo
Transportation
Emeryville

Romeo C. Tanedo
Treasury
General Office

Dorothy Watkins
Transportation
Richmond

Elderly, disabled In Concord to use Lift-equipped bus

AC Transit will install a wheelchair lift device on one of its buses for special service being operated by the City of Concord for elderly and handicapped people living in that community.

The board of directors authorized the installation of the lift on a coach at a meeting June 8, with the provision that costs be covered by funds made available to Concord from the State sales tax on gasoline.

Concord, which already provides service with a van for 35 to 40 elderly and handicapped people a day, will handle reservations for the lift-equipped coach and coordinate the service. The operation will be part of the contractual agreement already existing between the city and AC Transit.

A city-operated van now takes riders from their door to the senior citizen center, on shopping trips and to medical appointments. AC Transit will adjust the seating configuration on a bus, purchase and install wheelchair securement devices and widen the front door to accommodate a wheelchair lift.

The lift is being provided by Environmental Equipment Corporation of San Leandro as a test of a newly-developed design.

Concord also plans to use the bus in regular service during the evening commute peak.

Service speeds up

Faster bus service for commuters and midday passengers in Orinda and Moraga went into effect this month.

Both bus lines serving the area, Line 350 and 351, now operate approximately every 20 minutes during commute hours, with Line 350 operating as frequently as every 17 minutes during the afternoon commute period.

Both lines operate approximately every 45 minutes midday.

Line 350 buses begin operating to BART/Orinda from Moraga Way and Moraga Road at 6:14 a.m., with the last bus leaving at 8:11 p.m.

Line 351 buses begin operating to BART/Lafayette from Moraga Way and Moraga Road at 6:12 a.m., with the last bus leaving at 8:11 p.m.

New small "mini-buses" are being used for the improved service. The little buses are 25 feet long and seat 25 passengers.

Four retired transit veterans meet deaths

The deaths of four retirees have been reported.

Oren C. Stalker, 65, who retired as a Richmond Division driver in 1972, died in Richmond May 30 after a brief illness. His transit employment dated from 1942. Funeral services were held June 3, with burial at Rolling Hills Memorial Park, Richmond. He is survived by his wife, Elsie; sons Ronald and Donald; and daughters Sandra Seppala and Marcia Brasier.

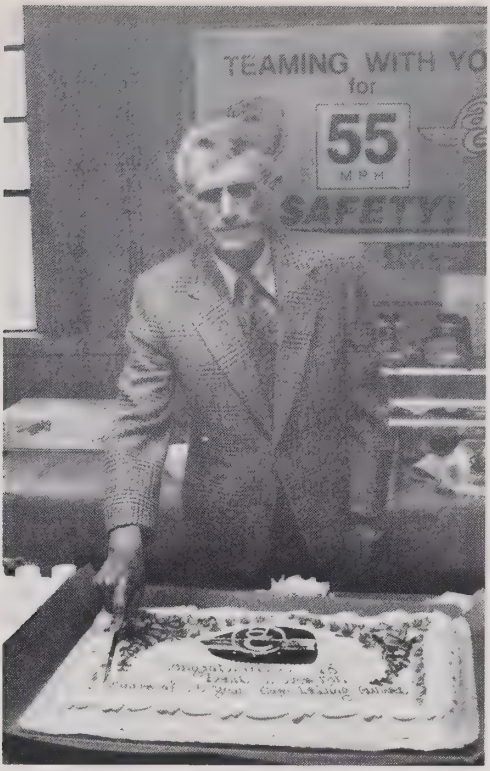
Lawrence J. Downey, 87, who retired in 1950 after 38 years as an electrical lineman and foreman, died in Sebastopol April 22 after a long period of hospitalization. He is survived by two sisters, Cecile Downey and Mary Regan; and a nephew, Paul T. Regan.

George E. Scott, 77, who retired as a motor coach operator, Emeryville Division, in 1964 after 40 years of transit experience, died in Hayward June 6. His employment dated from 1924. Funeral services and burial were at Chapel of the Chimes, Hayward.

He is survived by two children, Archie E. Scott and June E. Smith.

Guy E. Defer, 65, who was a bus driver, Seminary Division, before his retirement in 1976, died on June 6. His home was in Oakland. He had completed 30 years in transit work at the time he retired. Funeral services were at Santos-Robinson Mortuary, San Leandro.

He is survived by his widow, Pearl; and three children: William and Gary Defer, and Camille Gomes.



SAFE DRIVER — David H. Overton received cake, compliments and a 25 Years Safe Driving Award presented by General Manager Alan L. Bingham. A veteran of 29 years with the Emeryville Division, Overton is the 22nd driver to join the exclusive group of award winners. He has transported more than two million passengers over more than one million miles without a chargeable accident.

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For those employees and members of the public who wish to keep informed on activities within the AC Transit District, a phone call (654-7878, EXT. 207) is all that's needed to place your name on the mailing list or to correct a listing for those whose copies may have been going astray.

Transit Times is published monthly by the Marketing Department, Latham Square Building, Oakland.

Board Actions

(Continued from back page)

- Awarded contract to Rowe International, Inc. for furnishing bill-coin changer machines, subject to compliance with specifications, on motion of Director Rinehart.
- Authorized proceeding with contract for purchase of 66 Advance Design Buses from General Motors Corporation, with understanding that a wheelchair lift can be retrofitted if desired by District, on motion of Director Bettencourt.
- Authorized travel for one employee to attend APTA Marketing Division meetings during 1977 and 1978, on motion of Director Rinehart.
- Authorized one participant to attend Professional Program in Urban Transportation, on motion of Director Rinehart.
- Authorized one participant to attend Urban Mass Transportation Management Seminar, on motion of Director Bettencourt.
- Adopted resolution urging Metropolitan Transportation Commission to encourage City of Walnut Creek to consult with AC Transit regarding operation of local transit service, in lieu of approving TDA funds to operate an independent system, on motion of Director Bettencourt.
- Approved service to Golden Gate Fields for harness racing season July 14 through August 14, 1977, on motion of Director Rinehart.
- Authorized implementation of Dial-A-Ride Zones 6, 8, 20 and 21 in Fremont and minor modifications, on motion of Director Rinehart.
- Authorized installation of one handicapped lift device on a District Coach, subject to reimbursement by MTC of costs incurred, on motion of Director Rinehart.
- Appointed Jean A. Holmes as Director of Ward V, filling the vacancy created by the resignation of Kimi Fujii, on motion of Director Bettencourt.
- Appointed Paul B. Godkin as Director At-Large, filling the vacancy created by the resignation of Chester C. McGuire, Jr., on motion of Director Rinehart.

Passenger Trips	April, 1977	April, 1976	% Change
East Bay	3,802,687	3,672,585	3.5
Transbay	1,168,825	999,847	16.9
Fremont/Newark	108,774	82,511	31.8
Contract Services:			
BART	99,647	81,062	22.9
Concord	48,966	40,149	22.0
Pleasant Hill	11,234	9,013	24.6
Moraga/Orinda*	11,080	—	—
Total	5,251,213	4,885,167	7.5
Fare Revenue			
East Bay	$ 739,037	$ 697,737	5.9
Transbay	613,719	512,441	19.8
Fremont/Newark	20,481	15,356	33.4
Contract Services:			
BART	32,058	26,436	21.3
Concord	8,376	6,367	31.6
Pleasant Hill	1,497	1,280	17.0
Moraga/Orinda*	1,720	—	—
Total	$1,416,888	$1,259,617	12.5
Service Miles			
East Bay	1,401,917	1,420,423	-1.3
Transbay	778,919	805,856	-3.3
Fremont/Newark	120,872	70,444	71.6
Contract Services:			
BART	134,998	136,727	-1.3
Concord	44,782	40,097	11.7
Pleasant Hill	9,912	9,966	-.5
Moraga/Orinda*	15,047	—	—
Total	2,506,447	2,483,513	0.9

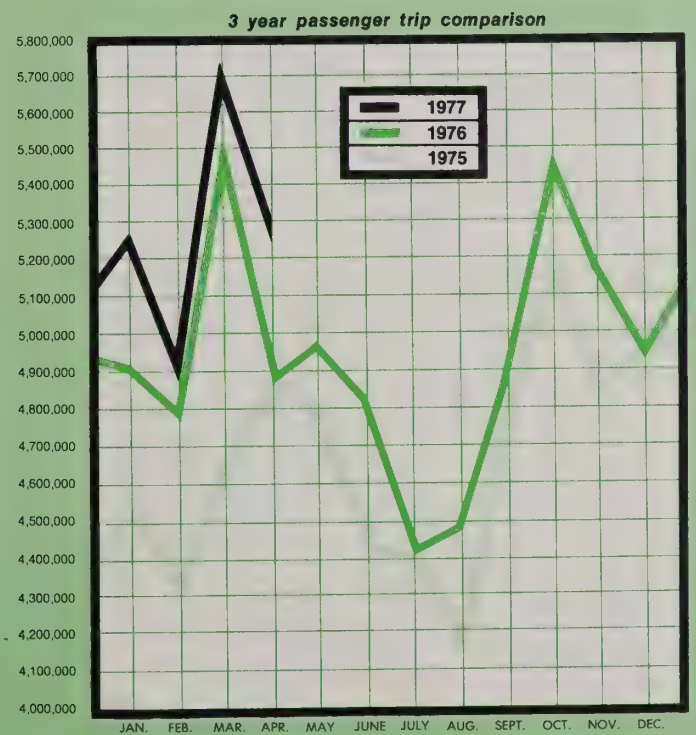
*Contract Service in Moraga/Orinda inaugurated Sept. 13, 1976.

April Financial Report

Total operating expense, including interest on bonded debt and principal on bonded debt, for April, 1977, was $4,601,-245 while operating income was $1,671,778. Total income, including subsidies from property taxes, sales taxes and Federal aid, amounted to $4,429,505 and left a deficit of $171,740 in meeting full bond debt requirements and operating costs.

Contract services are being paid for by the communities involved.

Nationally, the transit industry showed a decrease of 4.46 percent in total passengers carried.



Actions of the Board

At an adjourned regular meeting May 25, the Board of Directors:

- Awarded contract to RCA Rubber Company for furnishing bus floor covering material, subject to compliance with specifications, on motion of Director Rinehart.
- Awarded contract to De Poortere Corporation for furnishing vinyl bus seat covering material, subject to compliance with specifications, on motion of Director Rinehart.
- Awarded contract to Cadillac Products, Incorporated, for furnishing bus interior ceiling panels, subject to compliance with specifications, on motion of Director Rinehart.
- Awarded contract to Pacific Felt Company, Incorporated, for furnishing bus passenger seat molded polyurethane, subject to compliance with specifications, on motion of Director Rinehart.
- Awarded contracts for furnishing automotive parts to lowest responsive bidder on each item for which bids were received, on motion of Director Rinehart.
- Rejected all responses to items in two proposals, for which no formal bid was received, and authorized General Manager to negotiate on the open market for these items, on motion of Director Rinehart.
- Awarded contract to The Hub Schneider for furnishing uniform shirts for bus drivers, subject to compliance with specifications, on motion of Director Bettencourt.
- Awarded contract to Caleb V. Smith & Son, Incorporated, for furnishing uniform trousers and slacks for bus drivers, subject to compliance with specifications, on motion of Director Bettencourt.

Transit-Times

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ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
508 16th St. Oakland, California 94612
Telephone (415) 654-7878

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LAWRENCE A. ROSENBERG ..... District Secretary and Administrative Projects Manager
WARREN E. ROBINSON ..... Transportation Engineer
ROBERT J. SHAMOON ..... Personnel Manager

- Authorized travel for winner and spouse of AC Transit in-house bus roadeo to attend the 1977 National Bus Roadeo sponsored by APTA in Atlanta, Georgia, during October, 1977, on motion of Director Bettencourt.
- Approved an advertising budget of $274,395 for inclusion in Operating Estimate for Fiscal Year 1977-78, on motion of Director Bettencourt.

* * *

At a regular meeting June 8, the Board of Directors:

- Awarded a contract to Lectriks, Inc. for furnishing closed circuit television systems, subject to compliance with specifications, on motion of Director Rinehart.

(Continued on Page 10)

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Vol. 20, No. 1 JULY 1977

Transit-Times

Workers prepare coach for Wheelchair lift in Concord

Our 'Stockholders' Write

What a lovely trip we had to San Juan Bautista! It was delightful and our driver *(Darrell Lippincott)* was, in my words and the others', a dear! Very considerate, cooperative and a real gentleman. Could one ask for more?

Mrs. W. Karl Elasser
Oakland

(Ed. Note: The trip to San Juan Bautista is one of 23 Summer Sunshine Fun Tours AC Transit offers through September 2nd. For tour information telephone AC Transit at 654-7878, extension 314, or write the District at 508 16th Street, Oakland, CA. 94612.)

* * *

Twice recently I have ridden the 55 bus down Davis St. (catching it at East 14th) in the middle of early afternoon. *Manley Morgan* has been the driver, and I must say I was tremendously impressed with his friendliness, courtesy, consideration.

He gave each passenger plenty of time to get on and off, and on one occasion actually got up from his seat and assisted an elderly man in getting his walker down onto the sidewalk. As he left him, he commented, "You have a real good day now."

He really appeared to genuinely care about the welfare of the passengers and this is a rare quality indeed, which I know every single one who is fortunate enough to ride on his bus appreciates beyond measure.

Jean Kimmel
San Leandro

* * *

A lady became quite ill while waiting for a bus. She was lying on the ground when the bus driver, *D. B. Mullen,* came to her rescue. He called for help and stayed with her until the ambulance and police arrived. He made her most comfortable, he was so kind, gentle, and he is a great guy. He has a fine personality, polite at all times . . . we need more drivers like him.

Sylvia B. Agrillo
San Leandro

* * *

While traveling east on Hegenberger Rd., our bus driver stopped to wait for three mentally-retarded people who wanted to cross the street to catch his bus. Two of them crossed when the light turned red and the "WALK" sign flashed, but a third man was frightened by the heavy traffic and would not cross. Our driver put on his brake and went across the street to walk the frightened man back to the bus.

I was impressed by our driver's quick action. Rather than being indifferent to people as a result of his work, he showed what I consider to be exemplary judgment and concern, and I wish to commend him for it. I do not know this gentleman's name.

James Heiden
Oakland

* * *

Just a few words to tell you how very considerate and kind your personnel are: the ladies on the transportation lines, especially No. 7. And Driver #507 *(C. E. Swanson)* was especially considerate of two old ladies both over 80 years old.

Thanks to your good help it is a pleasure to ride your buses.

Ann Ceremony
San Leandro

INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY

Fare increases and service curtailments May come with 1977-78 fiscal situation

UNIVERSITY OF CALIFORNIA

A preliminary operating estimate adopted by AC Transit Directors for the coming fiscal year indicates consideration will have to be given to fare increases and service curtailments despite continued ridership growth.

The estimate, approved by Directors at a meeting June 22, projects a net unfunded deficit for the 1977-78 fiscal year of $2,577,300.

The operating estimate does not contain provisions for new service or increased labor costs for a new contract now under negotiation. The labor agreement expired June 30.

Union employees are continuing to work under basic terms of the old contract.

Directors adopted the preliminary estimate to authorize spending starting July 1. Further meetings will be held before the final budget is adopted and the property tax rate set in August.

Ridership in April continued its upward spiral, showing an increase of 7.5 percent over a year ago, Alan L. Bingham, general manager, told the board. Fare revenue also was up, with an increase of 12.5 percent in April, 1977, compared to a year earlier.

Nevertheless, consideration must be given to fare increases, further cuts in service on low patronage lines and elimination of all service expansion, to help cover the escalating costs of operation, Bingham advised the board.

The adopted estimate projects total expenditures in the new fiscal period of $60,950,300; total revenue of $19,902,300; property taxes of $23,612,000 and Federal and State operating subsidies of $14,858,-700.

Fremont area riders Get wider service

AC Transit Dial-A-Ride bus service was expanded, starting July 31, to provide improvements in the central business district and Warm Springs area of Fremont.

The expansion provides better access to The Hub, Fremont Fashion Center, Fremont Plaza and BART/Fremont, as well as inaugurating the first Dial-A-Ride service in approximately two square miles of Warm Springs.

Ultimate plans call for full Dial-A-Ride service in Fremont and Newark by November 20.

The two new zones in central Fremont are Zones 6 and 8. They absorb the already existing Zone 7 area, creating the following boundaries:

Zone 6—Nimitz Freeway, Peralta Blvd., Fremont Blvd. and Mowry Ave., with extended service connecting with BART/Fremont.

Zone 8—Nimitz Freeway, Mowry Ave., Civic Center Dr. and Stevenson Blvd.

In Warm Springs, Zone 20 is bounded on the east by the foothills, on the south by Fremont City Limits, on the west by Warm Springs Blvd., and on the north by Durham Road.

Line 25-Glenmoor now operates only during weekday commute hours.

THE COVER — AC Transit maintenance men rehang bus door which has been widened to accept an experimental wheelchair lift. The District also is installing wheelchair securement devices and adjusting seating on the coach, previously shortened for Dial-A-Ride service. The mechanical lift is being provided by Environmental Equipment Corp. of San Leandro as a test of the company's newly-developed design. The bus will be used in special service operated by the City of Concord for elderly and handicapped residents of that community. Costs will be covered by State sales tax revenues available to Concord, which will handle operation of the lift-equipped coach as part of the current contractual agreement between the city and AC Transit.

Transit handicapped Give data on needs

People who have difficulty using public transportation have specific ideas about making the bus system more accessible, according to an AC Transit survey.

Almost half would like a lower step, from sidewalk onto bus. Another 12 to 14 percent would like additional handrails and assurance of a seat near the front door. Most want the driver to wait until they are seated.

These responses were tallied in a random telephone survey of 2400 homes in East Bay cities, made by Crain and Associates, urban consultants, for the transit district as part of a major assessment of transportation problems of the elderly and the handicapped.

Thirteen cities

The phone calls were placed to homes in 13 cities, including Richmond, San Pablo, El Cerrito, Albany, Berkeley, Piedmont, Emeryville, Oakland, Alameda, San Leandro, Hayward, Newark, Fremont and adjacent unincorporated areas.

The telephone survey determined 5.2 percent of the population, or 59,000 non-institutionalized people, plus 7300 institutionalized — but not in rest homes or hospitals — are transit handicapped.

One-fifth of this group felt the need for door-to-door service. A very limited number asked for special assistance in boarding and disembarking, such as a mechanical wheelchair lift.

Respondents who reported problems often were older people suffering from arthritis or other orthopedic ills. They tended to live in densely-populated central cities, to have limited incomes and limited access to automobiles.

The telephone survey is one portion of a program to determine the number of handicapped and elderly and how best to meet their transit needs. A self identification survey also is being analyzed, as is a survey of social service agencies and organizations who provide special transit services.

SLIGHTLY SMALLER—Newly-developed for the American market, the Gillig-Neoplan bus seats fewer than current standard city coaches.

Mid-size coach gets Test on some routes

A newly-developed intermediate size bus is being tested by AC Transit in neighborhood service.

The bus is of German design, but built with American-made components by Gillig-Neoplan of Hayward.

The diesel-powered vehicle is 30 feet, ten inches long and seats 35 passengers. It is air conditioned, has large tinted windows and an extra wide 42 inch front door. The front suspension "kneels" at stops, reducing the height of the floor above the pavement by five inches.

During the month-long road test, riders are being asked to comment on vehicle features including boarding and disembarking ease, noise levels, ride quality and seating.

Initial reaction, as indicated on survey cards returned by riders, was mixed. But they include many complimentary comments about various aspects of the design.

"Cheerful, with the skylights and the carpeting," one rider said. "I also liked the big, tinted windows and the air conditioning," said another passenger.

"Needs a little leg room, but other than that, it's great," one Oakland rider offered. "This size is good for our area," according to a suburban passenger. And one enthusiastic rider suggested: "Buy a dozen!"

Along with being in regular AC Transit service, the Gillig-Neoplan prototype also went on display for inspection by city officials in Livermore, Concord and Pittsburg.

Promoting service

Buses become billboards that move

Display advertising space is being used extensively by AC Transit to promote different marketing projects in the East Bay.

With five different programs scheduled for simultaneous launching, the District turned to Jeff Banks, vice president of TDI/Winston Network, Inc. to post different messages on different buses operating in various services.

It took a scorecard for TDI/Winston workers, with allocation of signs by bus numbers. But the simultaneous postings went off without a hitch.

One outdoor advertising display, in king and queen sizes, went on buses assigned to new service in eastern Contra Costa County. The signs encouraged viewers to "Try Tri Delta Transit — Your New Local Bus System."

Mini Messages

Another sign was posted on new small buses which went into operation in Moraga/Orinda, another suburban area of Contra Costa County. It proclaimed: "Your New Small Bus — The Country Coach."

New small bus equipment in Pleasant Hill was introduced with signs which said: "First of the heavy duty small buses designed for your neighborhood service."

At the same time, 100 signs designed as part of an advertising campaign, went up on buses in East Bay cities. The king size posters quote brief statements by riders, such as "it's cheaper and easier." The sign features a four-color reproduction of an AC Transit bus.

Another 100 signs also were posted to publicize annual summer sightseeing tours.

Already in place inside of 600 buses was the message signed by President Jimmy Carter saying: "Thanks for taking the bus and saving energy."

SIGNING ON—Keeping track of what signs to post on which buses when five different promotional projects were being launched at the same time was the challenge met by Jeff Banks, vice president of TDI/ Winston Network, Inc.

Safety and Training sees ne

The art of piloting a ten-ton leviathan through traffic smoothly and safely was the topic of the second lecture on Day One.

First, the trainees heard a pointed speech on the vital importance of punctuality — adherence to schedules — during their stay with AC Transit.

Then, instructor Ralph Alcock turned to the subject of driving.

"It's a real challenge to take someone who only knows Volkswagens and make bus drivers of 'em," Alcock said, after he had the trainees occupied.

The ladies in this class did own compact cars. And two hours after training started, they were driving a 40-foot bus.

"Actually getting your hands on a bus, that's the only way to learn," according to Stan Pearce, superintendent of safety and training. "Our trainees become truly familiar with handling buses and with defensive driving."

Under the guidance of Pearce and Cecil Gross, chief instructor, eight full-time instructors regularly transform raw recruits into apprentice bus drivers in eight fast-paced working days.

New drivers study in the classroom, becoming familiar with six succinct pages of Operating Procedure, 39 pages (with more coming) of complicated fare structure and transfer policy, with routines of reading schedules and writing reports.

Avoiding accidents

But most of the time, they're on the road. And they hear two constant reminders: accidents must be avoided and buses must be maneuvered and stopped smoothly — comfort and safety of passengers is of paramount importance.

Instructors at Safety and Training often use distractions as a teaching tool. Sudden interruptions in the routine divert the attention of trainees at first. And the lecture following each surprise reminds them they must learn to concentrate on the job at hand — that removing their eyes and attention from the road, even for a second, could be disastrous.

The only "accidents" in this class occurred in the first hours, amid rubber safety cones strategically sited in a Division yard. By the end of the first day, the novices began to understand how buses maneuver and "accidents" stopped happening.

By the ninth day, after careful evaluation, the promising students moved into drivers' seats on buses in regular service. With line instructors watching, they polished driving skills and learned regular routes. They also practiced the other important element in the job: tending to the needs and desires of passengers.

"Kill them with kindness!" Alcock advised this class of three.

TRAINING TEAM—Includes (top photo, seated from left) Instructors Ben Davis, Jim Barlow, Doyle Dewberry, George Silva, Carl Kissinger, with (standing) Chief Instructor Cecil Gross, Superintendent Stan Pearce. ON THE ROAD—Margie Wright found coach didn't have power steering, did respond well to proper inputs.

w drivers off to a good start

Veterans often display all the attributes of skillful salesmen, public relations experts, professional guides, practiced peace makers and safety engineers. Novices master these skills on the job.

Tough tests

And they face constant testing. By the time they take a stiff "mid-term exam," Pearce says, those who don't show sufficient progress or decide to resign usually have departed. Thus far this year, one-fourth of almost 100 applicants have left.

Successful students stay to study several innovative courses.

A notable "Student Indoctrination Program" introduces new drivers to people from and activities of other District departments, and a view of how the departments cooperate to achieve AC Transit goals.

"Conflict Resolution" pits trainees — and veterans too — against one another in classroom "clashes." Then, in videotape TV replay, students judge themselves in action. They see their "Body English," as Pearce puts it, the gestures that communicate ill will or good intentions.

One-third of the veterans have taken "Conflict Resolution," and the others are slated to take the class. All drivers also participate in periodic up-dating courses at Safety and Training.

The department designed a one-day "Refresher Course" to keep drivers current on additions to service and changes in fares and operating procedures. This session, which is attended by up to four-fifths of the operators in any given year, also gives Safety and Training instructors a chance to help individuals deal with any specific problems, according to Pearce. And for those who need it, there's a special "Accident Retraining" course.

Then there is "Progression Retraining," in which new drivers after three months experience again review defensive driving techniques. Again they are told passengers desire smooth, safe transportation.

Training pays

The pay off shows in District accident statistics, Pearce says. In 1960, the drivers averaged 9,300 miles between accidents. By 1970, the average improved to 13,000 miles. Last fiscal year, they averaged over 14,000 miles between mishaps.

"That's good, but not good enough," Pearce stated. "There's always room for improvement and we're working on it."

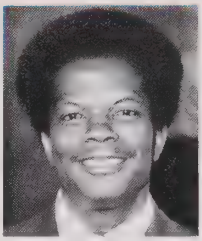
And, he added, new applicants are an important element in the process of improving the record. He says those who survive to take the "final exam" — five to eight weeks after their first day — usually pass with at least 95 per cent correct answers. They are highly-motivated and very competent drivers.

BEHIND BUS—New drivers became familiar with major mechanical components and engine compartment controls. IN CLASSROOM—(above, left to right) Priscilla Range, Wanda Ricks and Margie Wright listened intently as Instructor Ralph Alcock spent several days explaining District operations and procedures.

Moving up

New job appointments made

Theodore H. Reynolds



Calvin E. Grimes

Two appointments have been made in the Research & Planning Department.

Theodore Reynolds is now a transportation planner after serving as driver and dispatcher, Emeryville Division, since 1958. While working full-time, Reynolds completed academic work leading to an associate of arts degree in Community Planning, Merritt College; and a bachelor's degree in Urban Planning, San Francisco State. He is now working toward a "certificate of completion" in an urban/regional planning program, UC Extension. He lives in San Leandro with wife Jean and daughters Cynthia, 16, and Stephanie, 14.

Assuming his new position as transportation research analyst in Research & Planning is *Calvin Earl Grimes* who, since 1973, has served as driver and dispatcher, Emeryville Division, and as a transportation supervisor. Grimes also had an earlier period of service as an AC Transit driver, Seminary Division, in 1966-67. He lives in Hayward with wife Shirley and three daughters, Pamela, 15, Michelle, 12, and Cindy, 7.

Personnel

Leland G. Skilling has been appointed senior personnel analyst in the Personnel Department. Skilling first joined AC Transit in 1950 as cashier-clerk in Treasury. He was assistant cashier before assuming the position of personnel analyst in 1976. His transit experience also includes managing the Oakland terminal of Dealers Transit, Inc. He has a daughter, Teri, 20; and a son, Jeff, 15.

In another Personnel Department appointment, *Donna Pate* has become personnel supervisor after serving nearly a year as senior clerk. She joined AC Transit in 1973 as junior typist-clerk in Transportation, became typist-clerk, then Richmond Dial-A-Ride control room operator before joining Personnel in 1975. She and husband, Ted, a driver at Emeryville Division, live in Richmond with their dog, Benji.

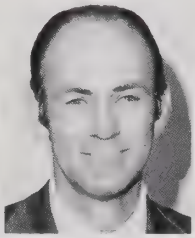
Transportation

In a Transportation Department appointment, *David R. Weikel* has become chief clerk, Richmond Division, after serving as chief dispatcher, Newark Division, since 1975. Weikel joined AC Transit as a driver, Emeryville Division, in 1972, becoming a dispatcher in 1974, then transferring to Newark when the division opened in 1975. He lives in Fremont with wife, Bessie, and sons David, Jr., 11, and Robert, 9.

(Continued on Page 9)

Leland G. Skilling

Donna J. Pate



David R. Weikel

James E. Barlow

James P. Kingwell

Pensioners return

Seven AC Transit retirees joined General Manager Alan L. Bingham and other management personnel for the quarterly Management Association dinner held last month in Walnut Creek. Long distance commute honors went to former District Secretary George M. Taylor, who arrived from Green Valley, Arizona. Pictured from left to right are, front row: Howard Beebe, W. R. Beckett, E. Sam Davis. Back row: Everett A. Towers, Gordon Wadsworth, Taylor, Bingham, and F. J. Blatt.

Billy Lyle to attend UMTA 2-part transit management seminar

Billy S. Lyle, assistant personnel manager, will attend the two-week Urban Mass Transportation Management Seminar in Weston, Mass., beginning August 8. The program, conducted by Northeastern University's Center for Continuing Education, consists of sessions in transit management principles, concepts, and appraisal of individual management styles.

A follow-up phase of the program, consisting of a second two-week seminar, begins in mid-January, 1978. Its intent is to provide practical integration of new knowledge and skills, job experiences, and planning for long-term managerial development in the transit industry.

Commute runs increase

AC Transit buses on Lines 304 and 305 in Concord are now operating twice as often during peak afternoon commute hours. Service on the lines will increase from an hourly frequency to approximately 30-minute intervals between 3:30 p.m. and 6 p.m. weekdays.

Retiree Jordan dies

Mose Jordan, 71, a retired Maintenance employee, died of a heart attack at his home in Oakland on June 11. He had been employed for 22 years and was working at Emeryville Division at the time of his retirement in 1968.

Funeral services were held at Mt. Calvary Baptist Church, Oakland. Jordan is survived by his widow, Ella, and a daughter, Jessie Mae Boykin.

More departments announce personnel appointments

(Continued from Page 8)

James Barlow has been appointed training instructor, according to Stan Pearce, superintendent of safety and training. He had been in training for the position for a year after serving as a driver at Seminary Division for four years.

Before joining AC Transit in 1972, Barlow served in the U.S. Army for five years as a helicopter flight instructor. He lives in Castro Valley with wife, Carlotta, and two daughters, April, 11, and Darla, 9.

James P. Kingwell has been appointed a traffic checker, Schedule Department, after serving as a cashier-clerk in Treasury since joining AC Transit in 1974. His previous experience includes retail selling and an inventorying assignment at Bodie State Historical Park. Kingwell has an art background acquired during two years of study, on a scholarship, at San Francisco Art Academy. He is single and lives in Alameda.

AC Transit operators Will vie for honors In '77 APTA Roadeo

Last year's North American champion bus driver won that title by a single point in finals held in San Francisco.

Officials of this year's second annual Bus Roadeo sponsored by the American Public Transit Association are predicting equally fierce competition when the event is held October 11 during the APTA convention in Atlanta, Ga.

Local events aimed at selecting the AC Transit winner who, with spouse, will attend the APTA Roadeo with travel expenses paid, are under the direction of the Safety and Training Department, which has set August 27 for finals to be held at Golden Gate Fields, Albany. Semi-finals will take place earlier in the month.

National grand prize is a $1,000 savings bond, with the runnerup receiving a $500 bond.

Point system

Participating drivers are judged on a point system within categories of driving competence and knowledge of equipment and safety.

Fractions of a foot are crucial in the 13-part contest. In the left-hand turn exercise drivers lose points if space between rear wheel and marker is more than six inches. Another test requires stopping within six inches of a marker.

Last year's grand champion, Harry Froehlich, of Michigan, is ineligible to compete this year because of his promotion to operations manager of Capital Area Transportation Authority, in Lansing. His advice:

"At the bottom line the operator needs, in addition to excellent driving skills, a good relaxed mental attitude."

Representing AC Transit at last year's finals was Everett Cooper, Jr. (Richmond Division), who defeated B. R. McCaslin and R. R. Freund for honors as champion driver of the property. All three received trophies.

Board Actions

(Continued from back page)

ing uniform trousers and slacks for bus drivers, and authorized General Manager to negotiate a contract on the open market for these items, on motion of Director Rinehart.

* * *

At a regular meeting July 13, the Board of Directors:

- Authorized General Manager to negotiate on open market for bus refurbishing items for which no bids were received, on motion of Director Rinehart.
- Authorized travel for Board members and four management executives to attend annual APTA meeting in Atlanta, Ga., on motion of Director Berk.
- Adopted resolutions authorizing filing operating assistance grants with U.S. Department of Transportation and set public hearings for August 24, 1977, on motion of Director Godkin.
- Authorized General Manager to advertise and seek bids for one electro-mechanical counter/sorter, on motion of Director Rinehart.
- Authorized General Manager to request proposals from consulting firms for implementation of Project FARE, on motion of Director Godkin.
- Authorized preparation and filing of a negative declaration on proposed increase in special service fares, on motion of Director Rinehart.

Newark tops in safe driving; Three divisions meet goal

The Newark Division exceeded the District's safe driving goal for the month of June by a comfortable margin, with drivers covering 48,435 miles for each accident.

The monthly goal is an average of 13,250 miles per accident. Emeryville Division operators bettered that mark, averaging 13,942 miles between mishaps; Seminary Division drivers recorded 13,872 miles between accidents.

Passenger Trips	May 1977	May 1976	% Change
East Bay	3,781,234	3,711,623	1.9
Transbay	1,210,335	1,062,092	14.0
Fremont/Newark	110,446	79,918	38.2
Contract Services:			
BART	99,327	76,092	30.5
Concord	50,386	39,920	26.2
Pleasant Hill	11,977	8,587	39.5
Moraga/Orinda*	10,598	—	—
Total	5,274,303	4,978,232	5.9
Fare Revenue			
East Bay	$ 724,150	$ 702,684	3.1
Transbay	621,632	535,135	16.2
Fremont/Newark	20,563	14,693	40.0
Contract Services:			
BART	31,803	24,696	28.8
Concord	8,598	6,412	34.1
Pleasant Hill	1,733	1,227	41.2
Moraga/Orinda*	1,648	—	—
Total	$1,410,127	$1,284,847	9.8
Service Miles			
East Bay	1,427,702	1,400,996	1.9
Transbay	801,111	784,116	2.2
Fremont/Newark	121,273	65,930	83.9
Contract Services:			
BART	138,496	126,996	9.1
Concord	43,996	37,320	17.9
Pleasant Hill	9,994	9,060	10.3
Moraga/Orinda*	15,040	—	—
Total	2,557,612	2,424,418	5.5

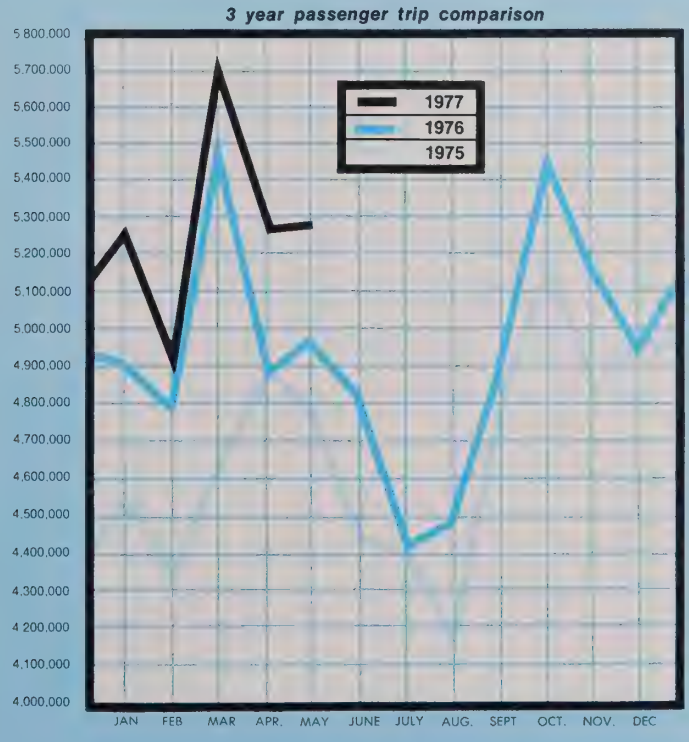
*Contract service in Moraga/Orinda inaugurated Sept. 13, 1976.

May Financial Report

System expenditures, including allocation for depreciation and interest and principal on bonded debt, totaled $4,912,979. Operating income amounted to $1,728,299. Total income, including proceeds from property and sales taxes and Federal operating assistance, amounted to $4,487,492, leaving $425,487 to be offset by accumulated cash reserves.

Contract services are being fully paid for by the communities involved.

Nationally, the transit industry showed a decrease of 0.37 percent in total passengers carried.



Actions of the Board

At an adjourned regular meeting June 22, the Board of Directors:

- Awarded contracts for office furniture and equipment to lowest responsive bidder on each item for which bids were received, on motion of Director Rinehart.
- Rejected sole bid received for bus washer water reclamation systems and authorized General Manager to negotiate on the open market for these systems, on motion of Director Rinehart.
- Authorized District participation in third and fourth sessions of Bay Area Urban Transit Institute, August 1-5 and October 31-November 4, 1977, on motion of Director Bettencourt.
- Authorized General Manager to enter into discussion with City of Livermore concerning proposed local contract service, on motion of Director Nakadegawa.
- Authorized General Manager to sell 27 older GMC buses via sealed bids to the highest bidder with minimum acceptable offer of $750 per coach, exclusive of value of tires, on motion of Director Rinehart.
- Approved forwarding letter to Chairman of the Contra Costa County Board of Supervisors regarding expansion of transit service in area and feasibility of annexation to the District, on motion of Director Bettencourt.
- Authorized General Manager to advertise and seek bids for purchase of 25 bus passenger shelters with an option for 10 additional shelters, on motion of Director Rinehart.
- Referred to Legal Department for review and analysis contract proposal for furnishing uniform trousers and slacks for bus drivers, on motion of Director Berk.
- Authorized General Manager to participate in joint procurement with other Regional Transit Association members for purchase of automotive filters, and authorized Santa Clara County Transportation Agency to seek bids and open and evaluate responses to determine the lowest responsive bidder, on motion of Director Nakadegawa.
- Adopted Preliminary Operating Estimate for Fiscal Year 1977-78, on motion of Director Rinehart.
- Approved photographic record of Board of Directors, on motion of Director Rinehart.

* * *

At an adjourned regular meeting June 29, the Board of Directors:

- Rejected all bids received for furnish-

(Continued on Page 10)

Transit Times

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Transit-Times

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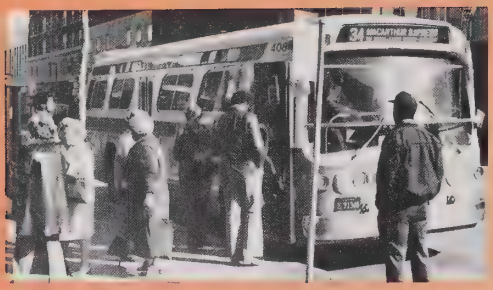
Bay Bridge Under construction



Our 'Stockholders' Write

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Many institutions retire the number worn by a star athlete. I am of the opinion AC Transit should immortalize the badge of its Greatest Asset in the AC Transit Hall of Fame — Badge 891 Driver *Dorothy Torrenga.*

That badge number should be worn by no one else because no one could live up to that operator's standards of years of service, of courtesy, of cheerfulness, and of the deserved admiration of her passengers.

We, her passengers, will miss her upon her retirement.

William Patterson
Oakland

(Ed. Note: See feature story on Mrs. Torrenga in this issue)

* * *

A coach was proceeding northbound on Grove (Street) approaching Center Street in Berkeley. My son and I stepped off the curb preparing to cross Grove. The bus was more than half a block away. . . having us in full view, the bus continued, slowing only to make the turn and slowing again when it became obvious to him he had to wait for us to step back on the curb to avoid being hit.

Generally, your drivers do a good job. Lately, they seem to be in more of a hurry.

Eugene Schneider
Berkeley

(Ed. Note: AC Transit operators undergo a very extensive training period and are required to rigidly abide by the rules of the road. When this policy is infracted, we do wish to be notified of the circumstances, including bus number, in order to take corrective action.)

On Wednesday, my father again suffered a stroke just before boarding a 15A bus. When it became apparent that Dad could not get off the bus, (Driver) *Cornelius Perry* coordinated with a supervisor who phoned my husband to pick Dad up on the return run.

The situation was handled most beautifully and we are grateful.

Jean Braun
Oakland

* * *

I want to put in a few words of praise for one of your bus drivers, *W.A. Scott.* I have been riding your buses since 1943. It is a pleasure to ride on his bus and he is a good driver, too, and doesn't stop and start with a jerk. I know you hear complaints frequently and I wanted to send a good report.

Mrs. Ross Tombaugh
Albany

* * *

Being a regular rider, I can safely say that I have never encountered a driver who made the trip more enjoyable than this young lady *(Gloria Galbert).* She not only was skilled in operating the bus, but had a warm and obviously sincere smile to greet the passengers as they boarded and a courteous goodbye to them when they debarked.

There are, of course, some drivers who are downright pleasant (rare), many who are courteous, but never have I, in my too-many years of commuting by bus, found anyone who made a passenger feel more welcome and at ease. She is a genuine credit to the AC Transit District.

Win Currier
San Leandro

MTC's new 'fare guidelines' proposal Could prove unfair to transit riders

The public is going to have to pay increased bus fares if the Metropolitan Transportation Commission requires that 35 percent of operating costs come from operating revenues.

A resolution adopted by the AC Transit Board of Directors last month opposes the establishment of fare guidelines by MTC for the nine Bay Area counties. It also asks the MTC to recognize the authority of the Directors to set fares as granted in the District enabling act.

Resolution No. 459 now pending before the MTC would result in a 20 percent increase in fares in the first year in the 11 cities from San Pablo to Hayward.

Exorbitant effect

Inflationary factors in future years would require additional fare increases to the point where it is expected present transbay and local fares would be doubled by 1980, hitting the low-income and minority resident in particular and discouraging use of public transit.

The 35 percent recovery requirement in the cities of Fremont and Newark and in central and eastern Contra Costa County would for all practical purposes result in a cessation of public transit services in those areas.

The proposal also infringes upon the ability of locally elected officials to determine fare structures at the local level and does not give sufficient recognition to the contributions made to public transit by local property taxpayers, the Directors concluded.

MTC's Resolution No. 459 would establish fare guidelines for the entire nine-county San Francisco Bay region, requiring 35 percent of operating costs to be derived from operating revenues. The effect of the passage of the resolution would be to deny areas of Transit Development Act Funds (local one-fourth cent sales tax) and federal funds unless the requirement was met.

Cost could be crippling

A requirement by the Metropolitan Transportation Commission that 35 per cent of operating costs come from operating revenues could cripple or halt bus service in suburban areas.

Resulting fare increases could be:

Up from 25 cents to 75 cents in Concord; from 25 cents to 90 cents in Pleasant Hill; from 50 cents to $1.35 for Country Coach service between Moraga and the BART stations in Orinda and Lafayette; from 25 cents to $1.40 in the new Tri Delta Transit buses in eastern Contra Costa County; and from 25 cents to $1.55 for a Dial-A-Ride trip in Fremont and Newark, plus more than triple the current 25-cent fare for fixed route service in the Fremont-Newark area.

Ray Rinehart, Director at Large and chairman of the Board Finance Committee, appeared before the MTC Work Program/Plan Revision Committee to oppose the fare level guidelines and the action of the MTC in taking the setting of fare structures over from elected local public officials. Committee action on the measure was held up for a month.

Transit systems propose regional media campaign

A coordinated campaign to publicize the benefits of public transportation is proposed by the six-member Regional Transit Association of the Bay Area.

AC Transit joined in applying for a $990,000 CALTRANS grant to finance the novel regional information effort.

In a year long campaign, more than 140 media messages would be aimed at Alameda, Contra Costa, Marin, San Francisco, San Mateo and Santa Clara counties.

Planners estimate the effort would generate an additional 66,000 transit passenger trips daily during non-peak hours.

Steps are taken to Acquire a practical Rear bus route sign

Rear route signs, which tell would-be passengers the number of the bus they should run for — or maybe have just missed — have frequently been sought by the public but have presented technical problems.

Evaluation of two such signs has led to authorization by the Board of Directors to seek bids for 150 sign assemblies to equip all buses at the Richmond Division.

Cost of the 150 signs is estimated at $9,800, with 80 percent to be funded by the Urban Mass Transportation Administration under a current capital grant. Funds to equip the remaining buses in the fleet would be included in a current application for a new $17 million capital improvement grant.

The recommended sign has been developed by AC Transit, with specifications to include features which prevent tampering and vandalism.

REAR SIGN DESIGNED — This hand-made sign, produced by AC Transit maintenance department, permits people to tell at a glance the route number of the bus from the rear. Directors approved the idea but suggested modifications which may make future production versions different from this prototype.

Little bus becoming Big hit providing Service for seniors

While the Concorde jet remains a matter of controversy, the Concord Senior Citizens' bus is meeting with approval from residents in the Contra Costa County city where the coach went into service last month.

"We don't know much about the big Concorde plane," says Barry Maynard, transportation coordinator for the Concord Senior Citizens' Center, "but we do know our little bus is providing local residents with a way to get around and they really love it."

The little bus, which handles an average of up to 72 passengers each weekday — mostly senior citizens, but including some handicapped children — has been experiencing increasing ridership, according to Maynard. "We are getting more and more people, practically every day," he says.

The bus provides door-to-door transportation to medical, shopping or recreational facilities, as well as connecting with BART/Concord.

The service operates Monday through Friday, 9 a.m. to 4 p.m., on one-day advance notice. Patrons may phone 687-2585 between 9:30 a.m. and 11:30 a.m. the day before a trip is planned to arrange for pick-up.

Former union head dies

Funeral services were held in Massachusetts August 10 for *Edward A. Cordeiro,* former head of the Amalgamated Transit Union Division 192, who died of lung cancer at the age of 44.

Cordeiro joined AC Transit as a bus driver in 1962. He was elected union business agent in 1966 and then served as president from 1968 to 1975.

He is survived by his widow, Mary, of San Leandro, and three children, six brothers and a sister, all of Massachusetts.

Transit milestone

Bridge changed Bay pattern forever

The San Francisco-Oakland Bay Bridge was a product of controversy. From the early Twenties, everything about it raised doubts: location, feasibility, funding, and aesthetic qualities.

This visual record of that historic construction — preserved on glass photographic plates — was found recently in archives inherited from the Key System. The key-shaped ferry pier (at right) led to the name "Key Route," long used to describe the ferries and trains that carried millions of riders across the Bay and to their East Bay destinations.

The bridge opened to auto traffic Nov. 12, 1936, with an immediate impact on Bay transportation patterns. As predicted on dedication day, the bridge did "bring the cities of the bay district into closer union."

THE COVER — The structure that was to be called, in the 1936 dedication speech by former President Herbert Hoover, "the greatest bridge yet constructed in the world" was, in this mid-1930's photo, still thrusting out to close the watery distance between Oakland and San Francisco. The ferry boats that would eventually be phased out in the wake of changed transportation patterns resulting from the bridge's stimulus to auto traffic are represented here also, still serenely skimming Bay waters.

DUTY AND HONORS, PAST AND PRESENT— Dorothy Torrenga (left) on the job today and (right) in 1962, receiving gifts from longtime riders on 20th anniversary as driver.

Veteran operator

Riders on route root for Torrenga

Like any other big league superstar, it would be fitting to retire her badge number, says one of her passengers (see "Our Stockholders Write," Pg. 2).

And like the truly great performers, she accepts the accolade gracefully.

Operator Dorothy Torrenga also thinks the idea of retiring her bus line as well as her badge is interesting, "but it wouldn't be fair for the people."

For more than 25 years she has operated Line 18-Park Blvd.-Lakeshore Ave. in Oakland, and it is not uncommon for her to know three generations of a family. A little boy asked her recently, "Didn't you used to drive my daddy?"

"Do you still live on Dolores Avenue?" she asked.

"Yes," the young man said, hesitantly.

"Then, I'm sure I did," she replied, with a knowing smile.

Attitude counts

Her legendary success with bus riders on her line is the direct result of attitude, she believes. "You have to use a little forethought and not embarrass anybody. Everyone's an individual and I try to treat them like one," she says.

The loyalty of her passengers was recently demonstrated when a woman called and asked, "Is Dorothy driving the Line 18 today?" When informed it was Mrs. Torrenga's day off, the woman commented, "Oh, well, I'll wait to go to town tomorrow if Dorothy isn't driving."

Newer patrons, who are just beginning to know the cheery smile and strawberry blonde hair, find it surprising to learn she began her career in public transit Sept. 30, 1942, at the age of 38. She was responding to a radio advertisement for street car operators. "I was looking for a job," she says, "and it has been a wonderful experience. At 73, I'm still working and I still love it."

As one of the first women street car operators, she now holds top seniority among female employees at AC Transit with nearly 35 years experience.

When asked how she handles problems, she says simply, "I don't have any problems. There's an easy way to do it. You can't put pressure on people. You have to try and not let people create arguments."

But, don't teenagers give her difficulty?

"Not at all. Their outlook may be a little different from yours, but you have to go along with the times. Besides, they're no worse than the rest of us were when we were their age."

She not only drives a bus, she rides a bus to work from San Francisco where she and her husband live.

A native of Memphis, Tenn., Mrs. Torrenga finds it easy to relate to people because of her diverse interests. Among other things, she says, "I love to dance. I don't dance all that well, but I love to try. And I like horse racing. That's fun."

In assessing herself, she says, "I would say I'm very congenial when I get around people."

Her passengers, undoubtedly, agree.

Passenger Trips	June, 1977	June, 1976	% Change
East Bay	3,777,745	3,558,028	6.2
Transbay	1,114,150	1,033,143	7.8
Fremont/Newark	114,133	80,837	41.2
Contract Services:			
BART	97,381	83,056	17.2
Concord	47,246	40,868	15.6
Pleasant Hill	10,662	8,861	20.3
Moraga/Orinda*	12,968	—	—
Pittsburg/Antioch/ Brentwood**	5,487	—	—
Total	5,179,772	4,804,793	7.8
Fare Revenue			
East Bay	734,376	703,003	4.5
Transbay	586,673	552,947	6.1
Fremont/Newark	21,463	15,209	41.1
Contract Services:			
BART	31,381	27,086	15.9
Concord	7,646	6,467	18.2
Pleasant Hill	1,452	1,226	18.4
Moraga/Orinda*	2,095	—	—
Pittsburg/Antioch/ Brentwood**	1,370	—	—
Total	1,386,456	1,305,938	6.2
Service Miles			
East Bay	1,411,720	1,410,828	.1
Transbay	765,390	766,200	.1
Fremont/Newark	123,051	70,464	74.6
Contract Services:			
BART	128,628	136,503	5.8
Concord	45,307	39,715	14.1
Pleasant Hill	10,361	10,359	0
Moraga/Orinda*	17,096	—	—
Pittsburg/Antioch/ Brentwood**	28,291	—	—
Total	2,529,844	2,434,069	3.9

*Contract service in Moraga/Orinda inaugurated Sept. 13, 1976.

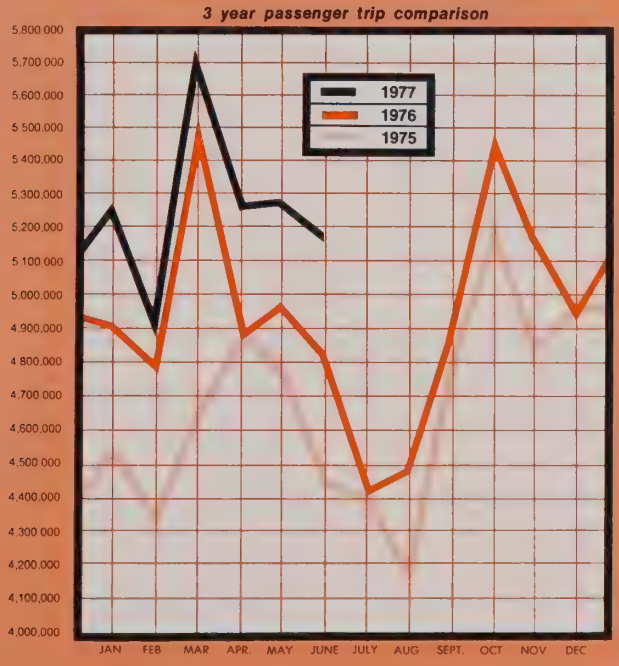
**Contract service in Pittsburg/Antioch/Brentwood inaugurated June 6, 1977.

June Financial Report

System expenditures, including allocation for depreciation and interest and principal on bonded debt, totaled $4,809,848. Operating income amounted to $1,705,976. Total income, including proceeds from property and sales taxes and Federal operating assistance amounted to $4,541,-046, leaving $268,802 to be offset by accumulated cash reserves.

Contract services are being fully paid for by the communities involved.

Nationally, the transit industry showed a increase of 0.93 percent in total passengers carried.



Actions of the Board

At an adjourned regular meeting July 27, the Board of Directors:

- Adopted an increase in Special Service fares, on motion of Director Godkin.
- Authorized General Manager to advertise and seek bids for purchase of office machines and equipment, on motion of Director Bettencourt.
- Adopted resolution authorizing filing application for federal capital improvement grant and set public hearing for Sept. 28, 1977, on motion of Director Bettencourt.
- Approved routing of Line L — Richmond — San Francisco, via Pierce St. to serve Gateview Development in Albany, on motion of Director Bettencourt.
- Approved extension of Line 78 — Parchester Village into Point Pinole Park for one-year trial, contingent upon subsidy by East Bay Regional Park District, on motion of Director Bettencourt.

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ROBERT J. SHAMOON ..... Personnel Manager

Federal grant sought to finance purchase of New buses, other equipment through 1978-79

A $17 million federal grant is being sought by AC Transit to give East Bay riders continued dependable, top quality transportation.

The capital improvement grant would cover purchase of 75 new buses for use in the 11 urban cities from San Pablo south to Hayward, plus 22 buses for contract service in suburban areas of Contra Costa and Alameda counties.

The estimated budget includes funding for 106 wheelchair lifts for the new equipment, at an estimated cost of $1,060,000.

Other capital items sought include communications equipment, service vehicles, shelters, benches, tools, portable buildings, furniture, office machines and related equipment to satisfy the District's requirements through 1978-79 in East Bay cities, including Fremont and Newark.

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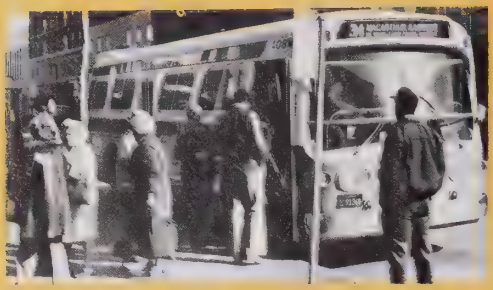
Three drivers top Tough competitors in 1977 Bus Roadeo



Our 'Stockholders' Write

Your August edition included an excellent article entitled "MTC's new 'fare guidelines' proposal could prove unfair to transit riders."

Those who drive autos are paying far less than 35% of the true total cost. . . that they necessitate. In fact a recent State study showed that rush-hour drivers are paying less than 3% of the cost of the facilities they require. That being the case, why pick on the transit patron — the good guy who doesn't impose the pollution, energy waste, congestion and traffic deaths on the community — as the one to come up with 35%.

Alvin Spivak
San Jose

* * *

I would like to bring to your attention bus driver *Don Covington.*

I rode on the bus he was driving and noticed he was able to tell several different people where they could change buses. . . on different lines. He named at least 14 different lines.

It was a lift for my day.

Gladys Briggs
Oakland

* * *

I want to commend *Doris Goelz*, AC Transit (Information) clerk #1, for her very courteous service to me. I was seeking information about AC Transit, BART and the Santa Clara Transit lines. Mrs. Goelz not only looked up all the schedules, but even the fares I would have to pay. As a result of her information, I had a well-planned, restful and smooth trip to San Jose. Mrs. Goelz is most helpful, courteous and pleasant to talk to, and I want you to know what a good job she is doing for AC Transit.

John Richards
Emeryville

* * *

I wish to report an unsafe trip I had. The driver stopped in traffic in Emeryville to collect everyone's tickets, thus was stopped during a green light in the lane of traffic. After the light turned yellow, the driver started the bus and continued to turn left on the red light. The driver honked his horn, the cars with the right-of-way stopped and our bus proceeded through the turn against the red light.

Carolyn Denslow
Berkeley

(Ed. Note: Our operators undergo a very extensive driver training period and are required to rigidly abide by the rules of the road. When this policy is infracted, we do wish to be made aware of the circumstances — including the bus number — in order to take corrective action.)

* * *

From riding, observing and reading about your transit system, I believe that AC Transit can serve as a model for the other transit systems in the Bay Area. The vehicles I have ridden appear to have been well maintained and cleaned. Even while occasionally late, the drivers were courteous and safe.

Your organization seems to be one governmental agency that provides a decent return (in terms of service) on the taxpayers' investment.

Brian Mark
San Francisco

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Board of Directors cuts the tax rate For many East Bay property taxpayers

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AC Transit Directors cut the tax rate for many property taxpayers to help offset increases in assessed valuation in 1977.

For the third year in a row the rate has been reduced, from a high of 53.6 cents in 1974-75 to the new consolidated rate of 43.2 cents for the fiscal year ending June 30, 1978.

The new rate is a reduction of 2.7 cents below last year's consolidated rate of 45.9 cents.

Directors, meeting Sept. 1, held to a seven percent increase in property tax proceeds from Special Service District 1, which includes the 11 urban cities from Hayward north to San Pablo.

The increase was held to the approximate cost of inflation over the past year.

Because of a difference in assessment ratio, the new rate for Alameda County will be 42.9 cents, a reduction of 1.5 cents while the rate for Contra Costa County will be 42.9 cents, a reduction of 8 cents.

The Directors set the property tax rate at the maximum 33 cents per $100 of assessed valuation in Special Service District 2, which includes Fremont and Newark, to be sure there is adequate funds to complete implementation of Dial-A-Ride service in that area.

The District has estimated cost of the door-to-door service provided in off-peak hours, but has not had the full system in operation to obtain reliable figures, the Directors pointed out in setting the tax rate.

Court clears the way for the District To purchase new advance design buses

AC Transit can proceed with obtaining 66 advance design buses for use in East Bay cities from San Pablo south to Fremont.

Legal action to prevent AC Transit from purchasing the buses without hydraulic lifts to accommodate wheelchairs was denied last month by Alameda County Superior Judge Lyle E. Cook in ruling against the Center for Independent Living of Berkeley and the California State Department of Rehabilitation.

Judge Cook found there was no dispute between the contending parties as to the need for facilities on transit buses to accommodate the handicapped.

Availability in Dispute

But there is dispute, the judge stated in his conclusions, on whether there is available now for purchase by AC Transit equipment which can reasonably be expected to provide safe and dependable means of access for use by the traveling public, including the handicapped.

The court concluded from evidence there is not now available a lift device for use on 40-foot buses with a demonstrated record of performance and reliability.

AM General, which manufactures buses with wheelchair lifts, reached this conclusion in a report submitted to the U.S. Department of Transportation in April, Judge Cook pointed out.

General Motors Corp. was the only bidder when AC Transit and five other properties sought a joint bid for 418 advance design buses in Sept., 1976. Further action was held up by a court suit finally decided in favor of GMC and AC Transit proceeded to order the buses in May, 1977.

Attractive Features

The advance design buses offer new amenities, including large tinted windows and climate control, and features which are expected to result in considerable maintenance savings. Bids were $91,500 per coach, plus delivery charges and taxes.

AC Transit put itself at the end of the delivery line so changes could be made to comply with California's stringent 1977 clean air standards. Delivery is not expected until next year.

Happy Anniversary

Richmond, Seminary Divisions are 30

A generation ago, the Maintenance and Transportation Departments began operations in the Richmond and Seminary Divisions.

The doors first opened "...beginning with Owl service leaving the Divisions after 12:01 a.m. Monday, September 1," according to the bulletin issued by AC Transit's predecessor. The year was 1947.

At the same time, Key System Transit Lines closed what had been the Western Division, then located at 51st St. and Telegraph Ave. in North Oakland.

Several AC Transit veterans remember making the move that day.

"It was all so spanking brand new," says Carl Matous about Richmond Division where he is now chief dispatcher.

Matous and others, like Seminary Division Driver Ralph Inklebarger, agree on another observation: in three decades, the divisions have become very busy places.

"Used to be you'd only find a few guys in the Gilley Room," Inklebarger remembers. "These days, it's full all the time."

Maintenance activities at both facilities deserve the description voiced in Richmond 30 years ago when, with appropriate ceremony, Division 3 opened as the property where "assembly line technique and preventive maintenance can be seen at their best."

All divisions meet Safe driving goals

Drivers of all divisions beat the monthly safe driving goal during August, achieving a District-wide average of 19,067 miles for each accident.

The goal is an average of at least 13,250 miles for each chargeable accident.

Newark Division drivers exceeded the goal by a comfortable margin, averaging 36,498 miles per mishap. Emeryville Division operators traveled 20,732 for each accident.

The average among Richmond Division drivers was 19,732 miles and Seminary Division operators tallied 15,782 miles for each accident.

Summer tours a success

AC Transit's Summer Sunshine Fun Tours concluded an 11th successful season Sept. 2.

During the 83 day tours were offered, 104 buses made excursions over 10,848 miles of Northern California's highways and byways.

A total of 3,161 passengers enjoyed the trips to historic sites, community festivals, wineries, parks and through scenic countryside.

AT THE WHEEL — Driver Ralph Inklebarger became the 23rd member of that elite group of operators who have earned 25-year Safe Driving Awards. A familiar figure to Line 79 riders, Inklebarger began his transit career in 1946. He began driving out of Seminary Division in 1947 and in the years since then has transported more than two million AC Transit riders. While presenting the 25-year pin during appropriate ceremonies, Transportation Manager J. Dale Goodman noted that Inklebarger has a record of more than 1,250,000 accident-free miles at the wheel.

East Contra Costa Riders get offer They can't refuse

Buses were operating as usual in Eastern Contra Costa County but fare boxes weren't for one week this month.

Local transit officials offered free rides Sept. 6 through Sept. 9 to students returning to school and all others. An average of 600 passengers accepted the complimentary transportation each day.

It was the second time free rides were offered to introduce the service—christened "Tri Delta Transit." Transit officials offered the same invitation to residents during the start-up week beginning June 6.

Three local lines operated under contract with the Eastern Contra Costa Transit Authority link Shore Acres, West Pittsburg, Pittsburg, Antioch, Oakley and Brentwood. The buses also make transfer connections with BART Express Line P operated by the District between East Contra Costa and BART/Concord.

TRANSIT TIPS — "Wait for the bus to leave; don't cross in front of the bus," is the advice of one youngster on this "bus." Boys and girls at Twin Pines School in Oakland sent this special present to Instructor George Silva of the District's Safety and Training Department. As part of an on-going educational effort, Silva had told the school's kindergarten, first- and second-grade students how to use buses safely. The youngsters' creation shows they learned the lesson.

Dial-A-Ride is near Full implementation In Fremont and Newark

Dial-A-Ride service was expanded Sept. 25 to cover virtually all of the Irvington area in Fremont, bringing the total Dial-A-Ride service area to approximately 90 percent of Fremont and Newark.

Ultimate plans call for full Dial-A-Ride in the two communities by Oct. 30, some five months earlier than originally projected.

The two new Dial-A-Ride zones, which approximately divide the Irvington District in half at Blacow Road, have the following boundaries:

Zone 9 — Paseo Padre Parkway on the east, Stevenson Blvd., on the north, Blacow Road on the west and the Western Pacific Railroad tracks on the south. Zone 9 also provides connection to BART/Fremont.

Zone 11 — Blacow Road on the east, Stevenson Blvd. on the north, Nimitz Freeway and Durham Road on the west, and the Western Pacific Railroad tracks on the south.

The new Zone 9 includes areas in the previously planned Zones 9 and 10; the previous Zones 11 and 12 are combined in the new Zone 11.

New bus service to Point Pinole Park

AC Transit initiated new bus service to Point Pinole Park on San Pablo Bay this month, as a result of action taken by the Board of Directors.

Line 78 buses make the trip to the park at hourly intervals, approximately 9 a.m. to 6 p.m. Monday through Saturday, providing access to facilities where the East Bay Regional Park District has invested some $1 million in improvements.

The Park District is paying the estimated $17,591 cost of service on a one-year trial basis on Line 78 from BART/Richmond north via 13th St., Rumrill Blvd., Broadway Road and Giant Highway to Point Pinole.

1977 Bus Roadeo

Local winner eyes national competition

TOUGH TESTS — Operators Aquilla Colvin, Harry Hall, Harvey Williams and Ely Hill (above, left to right) tackle the 20-question safety quiz. Competitors also were judged on their personal appearance and their knowledge of equipment. INCHES COUNT — The final problem in the lengthy, complicated driving test was to make a smooth safe stop within 12 inches of the finish line. Supervisor Billy Reynolds (below) checks one driver's accuracy. From start to finish of the one-mile course, drivers faced a dozen different challenges in starting, stopping, turning and backing the vehicle.

CUTTING IT CLOSE — Driver zips the 40-foot bus through the Speed/ Clearance obstacle — two lines of cones that converge to allow only a tight six inches clearance. Police radar confirms the driver is moving at the 20 m.p.h. speed required in this part of the test.

THE COVER — Driver Rick Vierra of the Newark Division (center) edged past some capable competitors to earn top honors in AC Transit's 1977 Bus Roadeo, held late last month at Golden Gate Fields. An eight-year veteran with the District, Vierra scored 1926 out of a possible 2050 points during two days of intense competition. He will represent AC Transit in the contest for national honors to be held by the American Public Transit Association in Atlanta, Ga., next month. Seen flanking Vierra are second place runner-up Ron Freund (right) and William Gamlen (left) who finished third among the three dozen District experts in the competition.

Dextrous driver has diverse talents

When Charles Franken's huge hands aren't at the wheel of a Line 67 bus, they're usually quite busy creating works of art.

Franken is an avid artist and his output simply is prodigious.

Lately, he's been putting out a striking series of steel blades.

"It's my highest form of art," Franken says. "I don't see 'em as weapons; they are precious tools — very fine instruments."

The inspiration came from a romantic Hollywood depiction (starring Alan Ladd) of the life — and the legendary knife — of famed frontiersman Colonel James Bowie.

ABLE ARTISAN — At his home work bench, Charles Franken with "Carlotta," first in a family of fine steel knives he has made. Now proud of the proficiency he has acquired, he has adopted a trademark — Franken Edge — on a piece of steel that is to be fashioned into a blade.

When the film ended, Franken picked up familiar tools — pencils, paints and artist's pad — to create his own version of the long-lost knife. Then he made a more realistic wooden replica, which he decided wasn't realistic enough.

Finally, he transformed a discarded automobile spring into a foot-and-a-half of sharp steel affectionately nicknamed "Carlotta."

That was the first of a number of stout steel blades of steadily improving quality. Franken began with a basic knowledge of machine shop techniques and, predictably, he has acquired an intimate familiarity with the composition and qualities of various kinds of steel.

Now, friends and acquaintances quickly acquire his carefully crafted blades, each bearing the stamped imprint identifying a proud craftsman.

Other drivers at the Richmond Division, where Franken has worked more than 17 years, are quite familiar with the sight of pencils, paint brushes and artist's pads in his hands.

Franken began working with oil paints more than ten years ago. And since then, he says, requests and suggestions from other drivers have kept him busy at the easel. His portraits of children and favorite pets now decorate the homes of several AC Transit employees.

His renderings of assorted scenes also brighten his own home.

"Art can be deadly," he said about one of those paintings — the picture of a fishing hole where, he says, he became so engrossed with the scene of pastoral beauty he almost failed to notice the rattlesnake sidling up to interrupt his sketching.

This busy bus driver is a musician too. He finds time to strum a guitar and he plays bass fiddle regularly at weekly church services.

Naturally a man involved in that many activities would make time for relaxation too. Franken does that with a rod, a reel and his artist's supplies in hand. Fishing, he allowed, is his "first love."

With the camper and the boat parked out front and a staggering variety of art works and assorted supplies arrayed inside, the Frankens' home in a comfortable Concord neighborhood looks like a hobby shop — but not the cash and carry kind.

Franken is a proficient craftsman and his products are home made by hand.

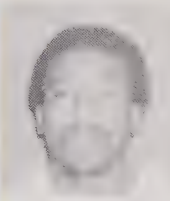
New Employees

Teodoro M. Agcaoili
PBX
Emeryville

Janet L. Beverly
Transportation
Emeryville

Brenda J. Brewer
Transportation
Seminary

Gloria Dean Clark
Transportation
Richmond



James J. Compton
Transportation
Emeryville

Billy Cooper
Maintenance
Emeryville

John Melvin DePaoli
Transportation
Emeryville

Curtis Donald
Transportation
Emeryville

John Dykes, Jr.
Transportation
Emeryville

Charles L. Edwards
Transportation
Richmond

Dolphic C. Fuller
Transportation
Emeryville

William Donald Gary
Transportation
Seminary

Walter S. M. Gray
Transportation
Emeryville

Margaret S. Greaves
Transportation
Seminary

Curtis Leo Hall
Transportation
Seminary

Vicki Hampton
Transportation
Richmond

James R. Harden
Transportation
Seminary

Freddie B. Harris
Transportation
Seminary

Lyla Paulnet Hastings
PBX
Emeryville

Sherri K. Holloway
Transportation
Emeryville

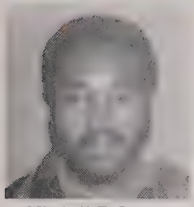
AC Transit welcomes these new workers

Pamela M. Jenkins
Transportation
Seminary

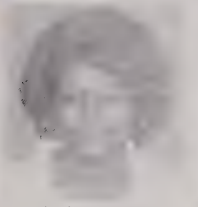
Marlyn Gene Johnson
Transportation
Richmond

Preston S. Johnson
Transportation
Seminary

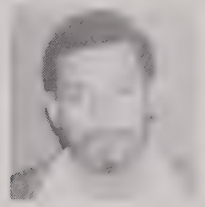
Rose Marie Johnson
Transportation
Emeryville



Mitchell E. Jones
Transportation
Emeryville



Arzine Kimble
Transportation
Richmond



James R. Kyle
Transportation
Emeryville

Gloria D. Lessier
Transportation
Seminary

Cheryl Lynn Malone
Transportation
Emeryville

Connie M. McGee
Transportation
Emeryville

Gwendolyn P. Miles
Transportation
Emeryville

Pamela Ann Modjeski
Transportation
Emeryville

Charles T. Nelson
Maintenance
Emeryville

Yvonne M. Norman
Transportation
Seminary

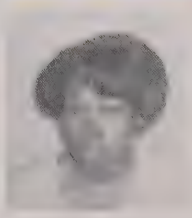
Winnie J. Pearson
Transportation
Emeryville

Priscilla A. Range
Transportation
Richmond

Wanda L. Ricks
Transportation
Seminary

Eula M. Stevens
Transportation
Emeryville

Jane E. Stevens
Transportation
Emeryville



Marjorie A. Wright
Transportation
Emeryville

Three retired transit Veterans meet deaths

Albert D. Grier, 62, who was a working foreman at Emeryville Division before his retirement in 1974, died July 17 in Oakland.

Grier, who is survived by a son, Bruce W. Grier, had worked in transit for 28 years before retiring. He had been living in Sacramento.

James C. Lyons, 77, a supervisor at Emeryville Division when he retired in 1965, died September 12 in Walnut Creek.

Lyons had worked in transit for 41 years at the time of his retirement. He is survived by his widow, Lela, a son, James Lyon Jr., and a daughter, Lois M. Woods.

Philip A. MacKenzie, 81, a driver at Richmond Division at the time of his retirement in 1960, died July 14.

MacKenzie began his transit career as a mechanic in 1946 and subsequently transferred to the Transportation Department. He is survived by his widow, Elizabeth, of the family home in Costa Mesa.

Gardiner goes to the '77 Carnegie seminar

Gene Gardiner, senior transportation planner, is attending the Carnegie-Mellon University program in transportation planning and design.

Gardiner is the fifth AC Transit representative to attend the annual program, which began in Pittsburgh, Pa., Sept. 7.

The six-week program attracts personnel from U.S. and foreign transit systems. It concludes with a two-week study-tour of selected systems in North American and European cities.

Board Actions

(Continued from back page)

At an adjourned regular meeting September 14, the Board of Directors:

- Referred all bids received in response to a proposal for furnishing office machines and equipment to management for evaluation as to compliance with specifications, on motion of Director Rinehart.
- Authorized implementation of Dial-A-Ride Zones 15 and 16 in Fremont and Newark on Oct. 30, 1977, Zone 15 to be consolidated with and designated Zone 13 and Zone 16 to be consolidated with and designated Zone 17, on motion of Director Bettencourt.
- Authorized consolidating Dial-A-Ride Zone 1 in Fremont with the portion of Zone 2 north of Decoto Road, to be designated Zone 1, and combining the remainder of Zone 2 with Zone 3, to be designated Zone 2, on motion of Director Bettencourt.
- Authorized minor rerouting of Mini-Route Line 204 in Fremont, on motion of Director Bettencourt.
- Authorized rerouting Lines 80, 81, 90, 91, 91A, 92, 95 and U in downtown Hayward concurrent with the inauguration of one-way traffic patterns on B and C Sts., on motion of Director Bettencourt.
- Authorized adjustment in Concord on Oct. 3, 1977, rerouting Line 302T during weekday commute hours only to provide service to new residential developments in S. Larwin Ave. and Turtle Creek Road areas, on motion of Director Bettencourt.

EAGER HANDS — Students from Knightsen School in East Contra Costa County swarm Operator Tom Villareal to get bus information on the recently inaugurated Tri-Delta Transit system. Villareal assisted in a bi-lingual program by translating the information from English into Spanish for summer school students. Bus service from Brentwood was of special interest.

Passenger Trips	July, 1977	July, 1976	% Change
East Bay	3,302,019	3,219,575	2.6
Transbay	1,024,101	989,470	3.5
Fremont/Newark	102,847	78,000	31.9
Contract Services:			
BART	87,407	80,397	8.7
Concord	39,578	37,130	6.6
Pleasant Hill	9,293	8,374	11.0
Moraga/Orinda*	14,509	—	—
Pittsburg/Antioch/ Brentwood**	7,813	—	—
Total	4,587,567	4,412,946	4.0
Fare Revenue			
East Bay	$ 668,921	$ 679,826	1.6
Transbay	564,353	540,457	4.4
Fremont/Newark	19,473	14,819	31.4
Contract Services:			
BART	28,502	26,182	8.9
Concord	6,064	5,685	6.7
Pleasant Hill	1,295	1,181	9.7
Moraga/Orinda*	2,463	—	—
Pittsburg/Antioch/ Brentwood**	1,953	—	—
Total	$1,293,024	$1,268,150	2.0
Service Miles			
East Bay	1,369,334	1,404,275	2.5
Transbay	700,488	728,701	3.9
Fremont/Newark	116,697	68,771	69.7
Contract Services:			
BART	118,247	132,695	10.9
Concord	44,008	38,971	12.9
Pleasant Hill	9,425	9,912	4.9
Moraga/Orinda*	15,831	—	—
Pittsburg/Antioch/ Brentwood**	29,753	—	—
Total	2,403,783	2,383,325	.9

*Contract service in Moraga/Orinda inaugurated Sept. 13, 1976

**Contract service in Pittsburg/Antioch/Brentwood inaugurated June 6, 1977.

July Financial Report

System expenditures, including allocation for depreciation and interest and principal on bonded debt, totaled $4,903,715. Operating income amounted to $1,516,584. Total income, including proceeds from property and sales taxes and Federal operating assistance amounted to $4,656,667, leaving $247,048 to be offset by accumulated cash reserves.

Contract services are being fully paid for by the communities involved.

Nationally, the transit industry showed a decrease of 1.73 percent in total passengers carried.

3 year passenger trip comparison

Actions of the Board

At a regular meeting August 10, the Board of Directors:

- Authorized an agreement with the San Leandro Unified School District to provide supplementary bus service, on motion of Director Bettencourt.
- Authorized implementation of Dial-A-Ride Zones 9, 10, 11 and 12 in Fremont, 9 and 10 consolidated and designated Zone 9, 11 and 12 consolidated and designated Zone 11, on motion of Director Bettencourt. (See story Pg. 5.)
- Authorized the General Manager to advertise and seek bids for the purchase of 150 rear destination sign assemblies, subject to UMTA approval, on motion of Director Bettencourt.
- Declared surplus property owned by the District at 24141 Mission Blvd., Hayward, and authorized sale of the site to the highest bidder for not less than the appraised value, on motion of Director Berk.
- Adopted resolution expressing opposition to the setting of fare guidelines by the Metropolitan Transportation Commission, on motion of Director Berk.
- Authorized participation in the application to CALTRANS for funding of a Regional Transit Association Cooperative Public Information Campaign, on motion of Director Holmes.

* * *

At an adjourned regular meeting August 24, the Board of Directors:

- Authorized allocation of $500 in dues for the Regional Transit Association of the Bay Area, on motion of Director Rinehart.

* * *

At an adjourned regular meeting September 1, the Board of Directors:

- Authorized the General Manager to negotiate on the open market with no minimum price for sale of 15 older GMC buses, on motion of Director Godkin.
- Adopted resolutions fixing the tax rates for Special Transit Service District 1 and Special Transit Service District 2 for fiscal 1977-78, on motion of Director Rinehart.

(Continued on Pg. 10)

Transit-Times

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508 16th St. Oakland, California 94612
Telephone (415) 654-7878

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ROY NAKADEGAWA ..... Vice President
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JEAN A. HOLMES ..... Ward V

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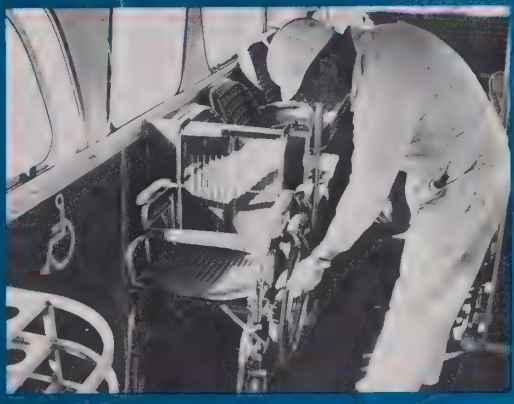
Transit-Times

Testing prototype wheelchair lift



Our 'Stockholders' Write

I concluded my business in Los Angeles rather late and flew to San Francisco . . . after several inquiries and delays, I made my way to the East Bay (Transbay Transit) Terminal.

It was then that I met (Supervisor Trainee) *Iavery Morrison*. This gentleman tried every conceivable way to route me close to Walnut Creek. Failing that, he attempted to help me find inexpensive local lodging.

At this point, (Driver) *Marjorie Ezell* entered his office. He explained my situation to this lady and she most graciously offered to drive me to Walnut Creek after she returned her bus to the yard.

These two people are more than dedicated employees. AC Transit is indeed fortunate to employ Mr. Morrison and Ms. Ezell.

Gary E. Barnabo
Stamford, Conn.

* * *

I ride the L Line at 8:15 a.m. from the El Cerrito Plaza. I haven't gotten a seat for at least two weeks, and have been left several times because the bus was too full. Please consider additional bus service at this hour. I do think that us folks that get on at the end of the line (just before it goes on the freeway) have it pretty bad.

Nancy Taylor
Berkeley

(Ed. Note: We regret any inconvenience that you have experienced. Continuing evaluation of transbay traffic reveals Line L patronage has increased. To balance passenger loading and minimize any need for riders to stand, we added two morning bus trips to Line L service this month.)

Jerry Lee Purvis, driver of a Route 15 bus, is to be commended for his special attention to the needs of his passengers.

Monday morning . . . he parked his west-bound bus at the East 31st St.-Highland Hospital stop to personally escort a blind passenger across the street and into the hospital building.

This action is typical of the high standards of concern for passenger welfare and safety that we have come to expect from the staff of A.C. Transit.

R. G. Jenevein
Oakland

* * *

I'm deeply grateful to you for mailing my wallet to me. Fortunately, when I'm a patient in a hospital, as I was when the wallet was stolen, I carry just a few dollars. I had also removed all of my credit cards, driver's license and other items that could be used by someone else.

This would be a much better world in which to live if everyone had your kindness and courtesy in helping someone else. Thank you with all my heart.

Mrs. Elmer G. Taggart
Berkeley

(Ed. Note: Letter was addressed to Lorrie Trevino, Customer Services Center)

* * *

Before I leave Oakland I want to thank you for your wonderfully efficient AC Transit system. You deserve everyone's praise for the super service that your company gives the public.

I wish I could say "thank you" to every driver I've had. They're the greatest!

Dorothy Gordon
Oakland

Survey suggests variety of options which Could meet needs of elderly, handicapped

ENVIRONMENTAL LIBRARY
NOV 1977
UNIVERSITY OF CALIFORNIA

It would take a combination of services, priced from $4 million to $18 million a year, to take care of the unmet transit needs of elderly and handicapped people in East Bay cities, according to a six-month study.

A detailed survey has turned up 660 people out of a population of 1,133,000 East Bay residents who could get to a bus stop but need a wheelchair lift on regular AC Transit bus service.

Initial costs to equip the 900-bus fleet with lifts is estimated at more than $8 million. Annual cost to maintain and replace the lifts is estimated at $990,000 or $27.50 per one-way trip for wheelchair users.

The projections are based on 100 trips a day by persons in wheelchairs using fixed-route service.

Actually, a six-month study ordered by AC Transit found a variety of unmet transit needs among elderly and handicapped people in 13 cities — San Pablo south to Hayward plus Fremont and Newark.

Costly alternatives

The study proposed transit alternatives ranging from a full Dial-A-Ride system to wheelchair lifts and lower bus steps, coordinated with social service agency feeder services. The price tags range from $4 million to $18 million a year.

Each alternative represents a tremendous increase over AC Transit's present cost of 83 cents per passenger trip in the East Bay urban area.

The study, first major assessment of transportation problems of the elderly and handicapped in the AC Transit service area, found approximately 66,000 transit handicapped, or about six percent of the total population. Most, however, can use the existing bus system, but with some difficulty.

Unmet transit needs amount to about 7,700 one-way trips per average weekday.

Total systems suggested by Crain & Associates, consultants who conducted the study, include:

- Zonal Dial-A-Ride, feeding to BART, at an estimated annual cost of $18 million, or $14 a passenger trip.
- Taxi ride discounts, providing the same type of door step service, estimated to cost up to $14 million annually, or $11 per one-way ride.
- Lower front steps and more handrails on existing service, with zonal contract Dial-A-Ride for severely handicapped, priced up to $10 million, or $5.40 per trip.
- Wheelchair lifts and lower steps on regular buses, coordinated with transportation provided by social service agencies, estimated at $4 million, or $3.57 per one-way trip.

All four alternatives include a relatively low cost package involving driver training, priority seating for the elderly and handicapped, teletype equipment for a deaf transit information service and an "Outreach" program to inform the elderly and handicapped in use of existing public transportation.

THE COVER - Working Foreman Wayne West of Seminary Division checks the hydraulic system actuating experimental lift, retracts lift into coach door and inspects wheelchair securement devices inside vehicle. Maintenance and Safety departments are working to perfect the prototype prior to testing in actual service. Once the departments are satisfied with the lift's performance, the coach is slated for service transporting elderly and handicapped riders in Concord. Environmental Equipment Corp. of San Leandro provided the lift for testing of the newly-developed design. Cost of the test will be covered by revenues available to the City of Concord, which currently has a contract with the District for transit service.

Ad campaign

Media message is delivered by riders

Positive public reaction to TV commercials featuring Oakland Raider Phil Villapiano has spawned another season "on the tube" for Villapiano as AC Transit's media "star". But in the new spots now being shown on Bay Area stations, Villapiano has two "co-stars" — Waverly Jenkins and Ann Vanderslice, both AC Transit patrons.

In the commercials, filmed locally, Villapiano is shown strolling casually with Jenkins and Vanderslice as they explain why they find riding the bus a convenient and efficient alternative to driving.

The 30-second spots conclude with one of nine different messages, spoken by Villapiano, about various aspects of service.

Next month a new series of newspaper ads in East Bay dailies, weeklies, and selected "shoppers" will feature comments, gleaned from interviews with riders representing different service areas, on the advantages of taking the bus.

Some of these comments:

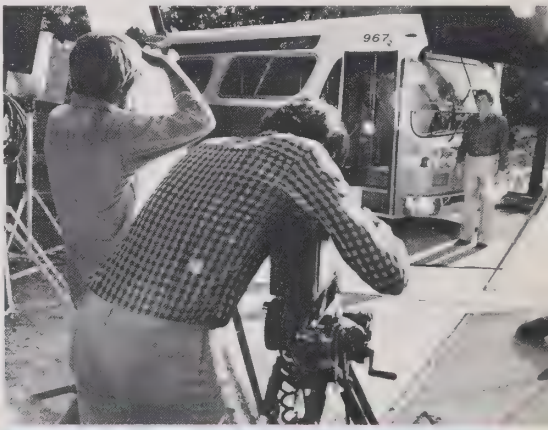
"(The bus is) quicker and faster and cheaper — it's pure economics." (Piedmont rider)

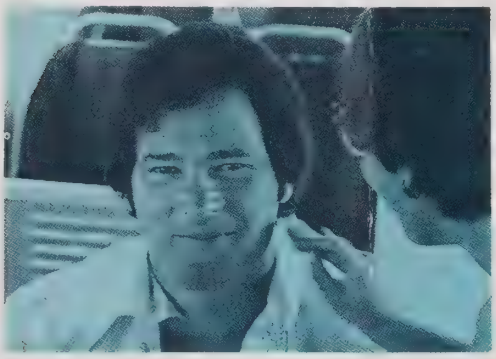
"It's just easier than driving. I can climb on and forget about driving." (Albany rider)

"The reason I started riding was to conserve gas." (Fremont rider)

New radio commercials, also featuring remarks from riders, begin in January.

The year's media plan also includes outdoor posters and posters on buses.





RIDERS SPEAK — Getting passengers themselves to "sell" the service is the specialty of Phil Villapiano (top, filming a TV spot with Waverly Jenkins, a loyal rider; below, left, during a make-up session; and, above, sharing an on-camera moment with a coach.)

Leroy Boardman *A.M. Daniels, Jr.* *Benton Tomlin*

District retirees Tell leisure plans After long careers

When *Benton Tomlin,* 55, retired Aug. 1 after 15 years as a driver, it was his second career farewell. He had retired after 22 years of Navy service before joining AC Transit in 1962.

Tomlin and wife Ruth, who had lived in Alameda, chose to spend their retirement years in Summit City, Calif., a hunting and fishing paradise where the Tomlin's mobile home is located just six blocks from Shasta Dam. His most recent fishing outing at the dam, using his own boat, garnered a catch of 10 trout, he reported, adding that he also expected to take advantage of the fine deer hunting opportunities this season.

Tomlin was with Emeryville Division, mostly on Line 51, during his entire period with AC Transit. His only regret at retirement, he says, is that he "misses the drivers".

Leisure living

Retirement means taking life easy and having more time to spend "with girlfriends", according to *A. M. Daniels, Jr.,* 66, whose leisure years began Mar. 1.

Daniels joined the Maintenance Department in 1961. Starting as a cleaner, he advanced to leadman, his position at retirement. His entire period of service was spent at Richmond Division.

With his years at AC Transit added to his previous period of time as a mechanic with a bus system in Sacramento, Daniels completed nearly 30 years in the transit field. Earlier, he completed a long tour of Army Air Corps duty in the Pacific during World War II.

He has no current plans to move from his Point Richmond apartment for a leisure-oriented life elsewhere, preferring to stay put and to enjoy the bachelor life.

Oregon bound

A move from Oakland to Oregon, where he expects to make good use of the golf course across the street from his home in Creswell, near Eugene, is the first order of retirement business for *Leroy Boardman.*

When he retired Oct. 1 at age 60, Boardman had completed nearly 31 years of transit service, beginning with two years on streetcars. These "fascinated" him so much that he changed occupations — he was previously an auto mechanic — for the opportunity of operating them. When they were phased out in 1948, his subsequent 29 years were spent operating buses out of Emeryville Division.

Besides golf, leisure time activities planned by Boardman include fishing (using his own boat) and travel. He and wife Martha, who'll retire from her 14-year position as an Oakland librarian this year, plan a trip next year to the Virgin Islands and the Caribbean.

Redding is home

Fifteen years of Air Force duty — during both the Korean and Viet Nam conflicts — were sandwiched between *Elsworth Wales'* first period as a driver with Key System (starting Jan., 1950) and his second period with AC Transit (starting Jan., 1967).

Piloting a bus probably came naturally to Wales, since his Air Force background was in piloting planes. In addition, he spent six years as a radar controller.

Before retiring Mar. 1, Wales was with Seminary Division, where he worked nearly all the time prior to leaving. He and wife Jerry, who previously lived in Fremont, have moved to Redding. His only regret, he says, is that his retirement and moving-away year also is a drought year, diminishing the joy of fishing at much-lowered Lake Shasta.

Among the activities which keep Wales busy these days are gardening and golf.

FASTEST BRUSH IN WEST — Sue Dodge cheerfully faces a big backlog of ceramic creations which await finishing touches. The barefoot fisherman, right, shows details her skilled painting provides.

Sue Dodge is ceramics enthusiast

With an estimated $10,000 investment in equipment — including more than 500 different molds and two kilns — Sue Dodge, a driver at Seminary Division, is obviously more than casually involved in the craft of ceramics.

And no one is more surprised than Sue herself that she has become such a creative and prolific craftsman. Prior to taking up the hobby just five years ago "as a therapy" during a period of family health problems, Sue never had had either experience or training in art or crafts.

She feels, however, that the crafting skills and color sense, which are evident in the wide range of pieces which she now creates for family, friends, and AC Transit co-workers, probably lay "dormant" through the years, awaiting suitable expression.

Much variety

Sue's ceramic items are highly varied both in form and function. She creates lamp bases, steins, clock faces, flower pots, figurines, serving dishes, and even commemorative plates customized for the weddings of co-workers.

She expects to be especially productive as Christmas approaches, and is anxious to try out some of the 100 new molds (costing as much as $150 each) which she purchased this year.

The process of creating ceramics begins with the pouring of "slip" into a mold, checking to insure the correct thickness, then pouring out the excess. When hardened and unmolded, a piece is ready to be fired. Painting may precede firing, but in most cases, paint is applied (with expensive sable brushes) after firing. Glazing is the last step.

Sue says she especially enjoys the painting — a crucial step in creating a professional-looking item. She sometimes creates whole "scenes" (resembling three-dimensional collages) by arranging different figures on a base.

The long-time driver, whose family includes three children, 13 grandchildren, and two great-grandchildren, was widowed in February. Though she set aside her ceramics during her husband's last illness, she feels that the craft now serves as an outlet which is helpful in her adjustment to his death.

Her career in transit has been a long and varied one. She was a civilian driver for the Navy at Treasure Island during World War II (piloting not only buses, but also trucks, jeeps, and semis) before donning the uniform of a "conductorette" on transbay trains until they were phased out by Key System in 1958. Switching to buses, she was with Emeryville Division initially, then transferred to Seminary. She has completed more than 25 years of service.

At one time, Sue had two brothers and one sister as fellow operators. Now she and Daniel Padilla, a nephew who is a driver at Newark Division, are the two members of the family still at AC Transit.

Passenger Trips	Aug. 1977	Aug. 1976	% Change
East Bay	3,443,630	3,292,712	4.6
Transbay	1,128,423	996,177	13.3
Fremont/Newark	104,687	76,111	37.5
Contract Services:			
BART	98,923	83,313	18.7
Concord	44,746	39,687	12.7
Pleasant Hill	9,882	8,704	13.5
Moraga/Orinda*	14,005	—	—
Pittsburg/Antioch/ Brentwood**	8,583	—	—
Total	4,852,879	4,496,704	7.9
Fare Revenue			
East Bay	$ 704,064	$ 666,897	5.6
Transbay	626,743	543,053	15.4
Fremont/Newark	19,688	14,056	40.1
Contract Services:			
BART	31,988	27,219	17.5
Concord	7,275	6,126	18.8
Pleasant Hill	1,338	1,129	18.5
Moraga/Orinda*	2,149	—	—
Pittsburg/Antioch/ Brentwood**	2,146	—	—
Total	$1,395,391	$1,258,480	10.9
Service Miles			
East Bay	1,429,584	1,406,471	1.6
Transbay	757,433	744,460	1.7
Fremont/Newark	128,573	70,429	82.6
Contract Services:			
BART	133,279	136,422	-2.3
Concord	49,667	39,841	24.7
Pleasant Hill	10,849	10,384	4.5
Moraga/Orinda*	18,214	—	—
Pittsburg/Antioch/ Brentwood**	34,247	—	—
Total	2,561,846	2,408,007	6.4

*Contract service in Moraga/Orinda inaugurated Sept. 13, 1976.

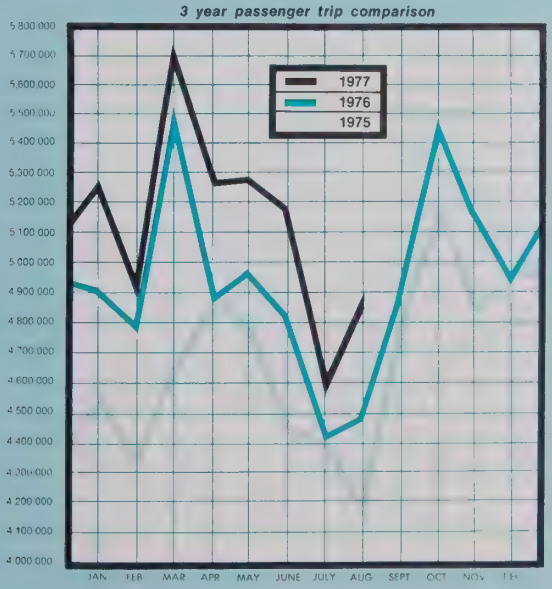
**Contract service in Pittsburg/Antioch/Brentwood inaugurated June 6, 1977.

August Financial Report

System expenditures, including allocation for depreciation and interest and principal on bonded debt, totaled $4,874,828. Operating income amounted to $1,654,064. Total income, including proceeds from property and sales taxes and Federal operating assistance amounted to $4,808,514, leaving $66,314 to be offset by accumulated cash reserves.

Contract services are being fully paid for by the communities involved.

Nationally, the transit industry showed an increase of 1.98 percent in total passengers carried.



Actions of the Board

At an adjourned regular meeting September 28, the Board of Directors:

- Awarded contract for furnishing bus passenger shelters to Handi-Hut, Inc., subject to compliance with specifications, on motion of Director Rinehart.
- Authorized General Manager to negotiate on open market, with no minimum, for sale of three older GMC buses, on motion of Director Rinehart.
- Rejected sole bid received for furnishing one electro-mechanical counter/sorter and authorized General Manager to negotiate on open market for this item, on motion of Director Rinehart.
- Authorized sending one participant to Urban Mass Transportation Management Seminar at Northeastern University, on motion of Director Godkin.
- Authorized General Manager to execute contract with Haskins & Sells, consultants, for assistance in implementing uniform system of accounts, records, and financial reporting, subject to UMTA approval, on motion of Director Rinehart.

Transit-Times

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Telephone (415) 654-7878

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RARE RECORD — Leo and Montry Sasges (with daughter Judy observing) shared cake-cutting and honors at Richmond Division as he celebrated receiving the 25-year Safe-Driving Award. In 26 years, Sasges never had a miss-out; called in sick just once; and transported two-and-a-half million passengers over 1,846,000 accident-free miles.

Safety score-card

Newark Division exceeded the monthly safe driving goal by a wide margin in September, averaging 83,043 miles between accidents.

The monthly goal is 13,250 miles per chargeable accident. Richmond Division averaged 19,102 miles between mishaps; Emeryville Division averaged 15,957.

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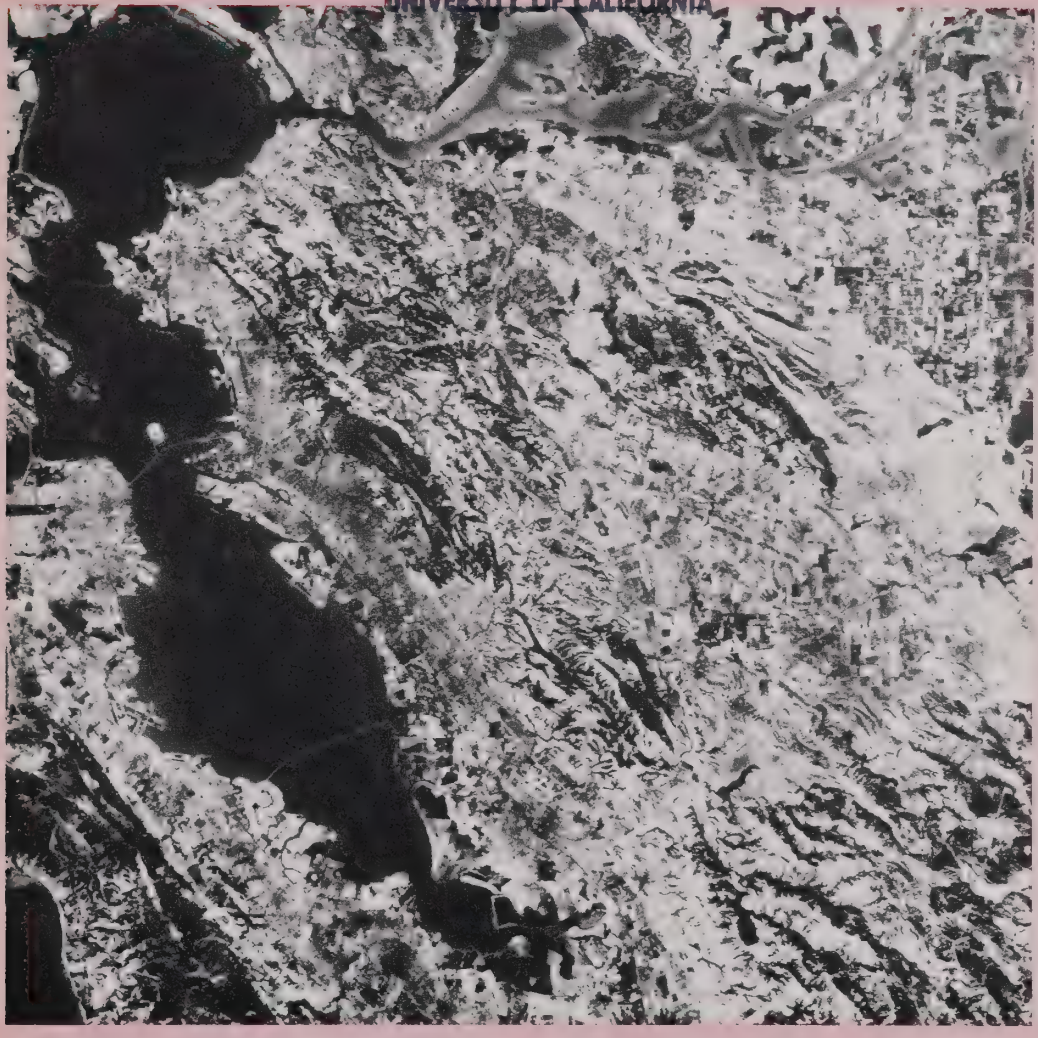


Service area grows, Ridership hits peak During past year

What the Press is saying about transit

San Francisco Chronicle

The AC strike

The strike against the AC Transit system goes into its tenth day today, with no immediate hope of settlement. We agree with Oakland's Mayor Lionel Wilson, who said the strike's impact has had "an adverse effect on the business community and severely affects the employment of many citizens," in addition to the obvious hardships inflicted on those people whose only means of transportation is the system.

At issue are wages and pensions. AC Transit has offered a full percentage cost-of-living increase which would bring the hourly pay from the present $8.03 to $9.59 by the end of a three-year contract. As to pensions — to which, incidentally the union members do not contribute — the district maintains the present plan is "more than fair and equitable." It claims, for example, that six bus drivers who retired during the past year currently average, by exercising some options, $616 per month, higher than some unions which contribute to the pension funds receive. In addition, the district argues, retirees receive Social Security benefits.

The disruption in the daily lives of thousands of East Bay residents caused by the strike should not continue.

San Francisco Examiner

Pensions and the transit strike

When Oakland Mayor Lionel J. Wilson sent the Alameda-Contra Costa Transit District a Mailgram seeking settlement of the bus drivers' strike, transit district manager Alan L. Bingham replied:

"We would be glad to resume discussions, but with the knowledge we already have obligated AC Transit — and the public that pays the bills — as far as possible in the value of the package that was on the table."

Bingham said the total package offer was more than $12 million over three years. In times of insistent inflation, people are going to expect a raise, but at some point public bodies will have to draw the line at fattening the average *pension* enjoyed by public workers.

Such pensions in the main already are greater than those collected by the taxpayers who finance them and constitute a strain on the fiscal integrity of public jurisdictions across the country.

An expert on the subject tells us, for example, that San Francisco is paying 73.9 percent of payroll for police pensions and 61 percent for firemen. These figures will be reduced somewhat by the passage of Proposition L in 1976. (Supervisor John Barbagelata's ballot argument in favor of that proposition said, "A $21,000-a-year plumber can retire on a $28,500 pension.")

According to Bingham, the average pension of six AC Transit drivers who retired in the past year, each with more than 25 years of service, is $616 a month.

The district should stand firm on the pension issue. Anyone who takes this position can be said by some to have a heart colder than a polar bear's snout. But it is a sound position, based on hard fiscal realities, entirely defensible and clearly in the public interest.

What the Press is saying about transit

The Daily Review

AC strike timing clever but cynical

THE STRIKE by AC Transit drivers that began yesterday is yet another example of the arrogance of public employe union leaders toward the public their members serve.

It was coincidental that the strike came with the first real storm of the season. The union isn't clever enough to have planned that part of it. The resulting traffic snarls and accompanying inconvenience for commuters was undoubtedly more than the big brass of Local 192 hoped for as it contemplated the impact of the walkout.

But we doubt that it was at all coincidental that the strike came at the beginning of Thanksgiving week, start of the busiest shopping season of the year. The timing maximizes the impact of the strike. The union obviously is banking on pressures from retailers throughout the East Bay to win a quick and satisfying settlement.

Well, that is sound enough strike strategy from the standpoint of the union. The legislators who gave transit unions the right to strike are really the ones to blame for this inevitable result of their permissiveness.

The only remedy we can see for that is the initiative that, if it qualifies for the ballot and is adopted by voters, will make strikes by public employes in California illegal beyond question, will prohibit employers from improving settlement offers during a strike, and will require firing of any who strike in defiance of the law.

But the remedies proposed by the initiative are not available for this strike. The strike, and the snub to the commuting and taxpaying public implicit in it, will stimulate support for the initiative, just as the Fremont and Oakland teacher strikes did. But the AC strike will be just a bitter memory if and when the initiative takes effect.

The main issue of this AC strike is not wages. The drivers union leadership agrees that it has a good pay package, and it does. Under cost-of-living escalator terms already in effect, bus driver pay is going to $8.29 an hour. That's close to the highest in the country.

The sticking point in negotiations has come over pensions. There are signs that the union leadership has discredited its cause by misleading the public, and some of the public's elected representatives, about the facts of the pension issue.

At a recent meeting of the Alameda County Mayors Conference in Oakland, for instance, Local 192 officers pleaded for support in their bargaining efforts, and made quite a hand-wringing production over the inadquacy of the $260 a month pensions they said retired drivers average.

Well, that is one side of the coin. AC Transit management claims the union arrives at its figure by counting drivers who retired years ago from the old Key System, which operated the East Bay and transbay bus service before AC Transit bought it out with public funds. Management spokesmen say the union isn't telling the public about retirees like one who left at 67 after 31 years and draws a $651-a-month pension, plus $437 a month in Social Security. Or another who retired at 60 after 30 years on a $717 a month pension.

Management's examples are probably on the high side, if one is looking for an average. But quite obviously AC workers who retire now, or who will retire in the future, after a full career behind the wheel are doing a lot better than $260 a month.

What the union is apparently angling for is a provision that would provide for lucrative early retirement.

The burden of whatever settlement results from this strike will fall mainly on

(Continued on page 12)

A Year of Major Passenger Growth.

Annual Report gives growth figures

AC Transit carried more passengers than at any time in the history of the system last year.

The District's Annual Report, published early this month, noted that passenger trips reached 61,012,125 for the last fiscal year — the most since operations began Oct. 1, 1960.

This figure represents an increase of 4.8 percent over the 58,220,157 passenger trips registered in fiscal 1975/76, which also established a record. Transbay service reflected substantial growth from the previous fiscal year. The 11,050,432 trips recorded was an increase of 7 percent over the year before.

Copies of the Annual Report may be obtained by calling 654-7878, Ext. 207, or by writing to AC Transit's Marketing Department, 508 16th St., Oakland, Ca., 94612.

East Bay urban ridership — 44,533,730 passenger trips — showed a growth of 2.3 percent. Ridership growth in suburban areas was even greater. In District 2 — Fremont and Newark — ridership increased 32.4 percent.

Concord showed a ridership increase of 49.1 percent and Pleasant Hill, 137.4 percent. No previous year comparisons are valid, however, since service in the two areas didn't begin until late 1975.

Buses operating from suburban areas to BART stations showed an increase of 29.9 percent.

Other high-lights of the year, according to the Annual Report, included these:

- Operators achieved an all-time safety record, with accident frequency reaching a record low of five accidents per 100,000 miles driven. Passenger accidents decreased also, reaching an all-time low of 6.48 mishaps per one million riders.
- High achievement of the Maintenance Department was noted for the 15th consecutive year with receipt of the Fleet Owner Maintenance Efficiency Award.
- Eighty-two new bus shelters for passenger protection were installed, bringing the total number of shelters to 184.
- Affirmative action commitment resulted in the hiring of 177 new employees, of which 55.9 percent were minorities and 63.3 percent were female.

Idled buses cripple area mobility

AC Transit passengers throughout Alameda and Contra Costa counties were without bus transportation after a strike called by the union on the issue of more money for employees who retire in the future.

The membership of Local 192, Amalgamated Transit Union, did not vote on the District's final offer, made before the strike commenced at 12:01 a.m. Nov. 21.

The District increased its earlier offer from $10 million to $12 million on Friday, Nov. 18, to give union negotiators time to take the improved package to the membership for a vote.

The last contract expired June 30 and negotiations for a new agreement had been underway since that time.

The final offer for a new three year contract contained a full percentage cost of living formula, keeping employees' pay up with the rise in inflation. For example, if cost of living goes up six percent, earnings would go up six percent.

Cost of living payments would be retroactive to July. Bus drivers would immediately go from $8.03 per hour to $8.29 per hour. Quarterly adjustments would be made thereafter.

By the end of three years, operators' wage rate would be at an estimated $9.59 per hour. The projection is based on estimates that the cost of living will rise more than 19 percent in the three year period.

Improvements offered

Substantial improvements were offered by the District in the pension plan. But the final unresolved demand of the union had to do with additional payments for employees who retire in the future.

It is the District's position that the existing pension plan is more than fair and equitable, particularly with the modifications offered.

For example, during the past year, six bus drivers retired, each with more than 25 years of service. The average normal pension available for each of the six drivers was $536 per month for life. This amounts to over $17 per month per year of service.

There are options to AC Transit's pension plan which vary payments according to request of retirees. Under options actually selected, the current average pension for each of the six drivers is $616 per month.

The only other driver who retired in the last year had 15 years of service. He was entitled to receive a normal pension of $283 per month for life. This amounts to over $18 per month per year of service.

All AC Transit retirees are entitled to receive Social Security benefits at age 65. The maximum monthly payment to a single person currently is $460; to a married person, $690.

The package would cost the District more than $12 million over the three year contract period.

Space problems will Ease when Emeryville Gets portable building

AC Transit's growing pains will be eased somewhat by the added work and storage space provided by a portable building, 30-feet wide by 80-feet long, to be erected at Emeryville Division.

The Board of Directors authorized solicitation of bids for the project early this month.

The prefabricated structure will house the upholstery and sign repair shop, plus the print shop, and still provide needed additional storage space. Stores Department also will pick up space vacated by the functions moving into the new structure.

Two-thirds of the cost of the project — estimated at $60,350 — will be covered by an existing UMTA capital grant.

Public hearings

PUBLIC COMMENT—The handicapped and the elderly appear before AC Transit Board of Directors to express opinions and recommendations on the problem of meeting mobility needs of those who want to use public transportation, but find it difficult or impossible. Two public hearings were held, one in the afternoon and one at night, to give full opportunity for speakers — many in wheelchairs — to talk about access to public transportation.

Legislators ask lift data

Two California legislators concerned with transportation have requested an assessment of the effectiveness of 200 lift-equipped buses which Southern California Rapid Transit District expects to put into regular service on some routes before the end of the year.

Request for the data came from Walter M. Ingalls, chairman of the State Assembly's Transportation Committee, and Alfred E. Alquist, state senator. It was sent to A. Alan Post, legislative analyst.

Specifically, the legislators asked that information be compiled on degree of use of the wheelchair lift equipment, on degree of benefit to LA-area handicapped, on impact of the special service on general service, and on cost effectiveness comparisons between the wheelchair lift approach and alternate forms of handicapped-aid services provided by other state transit operators.

Year project to test Coach access devices

AC Transit is one of four properties which will participate in a one-year CALTRANS-administered research and development project to test wheelchair lifts and securement devices installed in standard coaches.

With each transit system providing one coach, plus needed personnel, the UMTA-funded project — expected to begin Jan. 1 — will proceed in two six-month phases. First phase will involve research, development, and retro-fitting of the lift package. Second phase will be devoted to evaluation and testing of the equipment, under actual operating conditions, with wheelchair users.

Participating properties have been matched with lift manufacturers chosen from six who submitted proposals. AC Transit will work with Vapor Corporation,

(Continued on page 7)

A few well-chosen words

BUYING BUSES—Greg Ford (right) and Pat Murphy of Administrative Projects office check final details of a $17.8 million capital improvement grant application filed with UMTA this month. The massive document details a complex request for $14,297,824 in Federal funds, to be matched by $3,574,456 in State gasoline tax revenues and bridge tolls. Once it's approved, the projected budget will finance purchase of 101 new advance design buses — at an estimated $137,200 each — 75 for use in the urban East Bay and 26 in contract service areas of central, eastern and western Contra Costa County. The vehicles plus support equipment including spare parts, tools, bus stop shelters and benches itemized in the application will complete capital acquisition through fiscal 1978-79.

Moragans back bus service

Moraga voters like AC Transit.

They expressed their backing in an unusual Nov. 8 election said to be the state's first suburban vote on keeping or abolishing bus service.

In a 33% turnout of the Contra Costa County community's 8,505 voters, 2,343 approved and only 426 opposed continuation of the contract service inaugurated Sept. 13, 1976.

The area's riders are served by four 25-passenger coaches with routes including the Orinda cross-roads area, the Orinda BART station, Moraga and the Lafayette BART station.

AC and three other systems to begin lift test project

(Continued from page 6)

Chicago, to retro-fit one of the Flxible 8000-series coaches used for BART express service.

Other systems included in the project are San Francisco Muni, Sacramento Regional Transit, and Southern California Rapid Transit. Also participating are the State Department of Rehabilitation and United Cerebral Palsy Association of San Francisco.

Project results are expected in late 1978.

McDonald goes to seminar On transport management

L. L. McDonald, superintendent of Newark Division, recently participated in the first segment of a two-part seminar on urban mass transportation management.

Conducted by Northeastern University's Center for Continuing Education in Weston, Mass., the seminar involves appraisal of management styles and evaluation of approaches. It also explores transit management principles, concepts, and goals.

A follow-up phase of the program consists of a second two-week seminar in March, 1978.

McDonald is a veteran of 30 years in public transit.

Richard A. Fratus takes Financial post

Fratus assumes new Position in Finance

New assistant treasurer-controller is *Richard A. Fratus,* whose prior experience in the transit field includes over seven years with two Bay Area-based charter airlines.

Most recently Fratus was with World Airways, serving three years as assistant controller. Previously, he served for more than four years as director of accounting for Trans International Airlines.

Reporting to Lawrence S. Kurz, treasurer-controller, Fratus will supervise operations of Data Processing, Payroll, Accounting, and Treasury. In addition, he will assume responsibility for compliance with Project FARE, the uniform system of accounts, records, and financial reporting required by federal law.

He has a B.S. in Business Management from San Jose State University.

Fratus and his family — wife Charlie and sons Robert, 11, and Matthew, 9 — live in Pleasanton.

Two drivers move up To supervisor posts

Wilfred Quinones — appointed to transportation supervisor — is a transit veteran, both civilian and military. Before joining AC Transit as a driver 17 years ago, he served with an Army Transportation unit in Berlin.

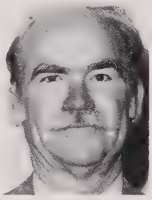
During his years as a driver, Quinones worked out of Seminary and Newark Divisions.

A native of Hawaii, he now lives in Hayward, sharing a home with son Leonard and their Doberman dog named Kimo.

Joe Middleton — also appointed a supervisor in Transportation Department — has completed his 13th year with AC Transit.

Middleton worked out of Seminary Division as a driver during his years with the District.

A native of Texas, he now makes his home in San Lorenzo with his wife, Frida. The Middleton family also includes two sons and a daughter.



Joe Middleton

Wilfred Quinones

Two former trainmen with long service records die

Two former trainmen, whose combined years in the transit field numbered nearly 70, died in October and November.

Grover T. Blake, 92, who had been a brakeman, conductor, and trainman before his retirement from AC Transit's predecessor company in 1958, died Nov. 7. His career in transit, began in 1920.

Burial was at St. Joseph's Cemetery, San Pablo.

Blake, who died at his home in Oakland, is survived by a sister, Marian R. Blake.

Robert M. Christian, 88, whose career in transit dated from 1914 when he joined San Francisco Terminal Railways as a motorman earning 30 cents an hour, died Oct. 15 at Hayward.

Christian's period of service with Key System Transit Lines began in 1922 and ended with his retirment as a trainman in 1955. He also had served as a conductor during part of his 32 years of employment.

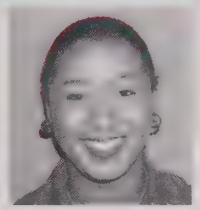
Survivors are a son, Robert Christian, and a daughter, Eleanore Forte.

New Employees

Susan V. Andrews
Transportation
Seminary

AC Transit welcomes these new workers

Eugene W. Barkley
Transportation
Richmond



Benita Beavers
Transportation
Seminary

Calvin Bryant
Transportation
Richmond

Sharon Cunningham
Transportation
Seminary

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Board resolutions call for wheelchair access For new coaches, program to facilitate use

All buses purchased in the future will be accessible to wheelchair users, under a new policy adopted by the Board of Directors.

The board action is in conformance with federal regulations, State code and the policies of the Metropolitan Transportation Commission.

Directors adopted a resolution setting forth the policy following two public hearings which resulted in testimony by more than 50 disabled persons, most of them in wheelchairs.

Testimony generally followed the theme it is the right and privilege of handicapped persons and senior citizens to have total accessibility to public transit.

The Board also has allocated $28,000 for a package involving driver sensitivity training, priority seating for the elderly/handicapped, teletype equipment for a deaf transit information service, and an "outreach" program to aid the transit-handicapped in using existing bus transportation.

In addition, the Board authorized formation of an ongoing advisory committee comprised of representatives from social agencies which deal with the elderly/handicapped, plus other interested individuals.

Estimated cost to equip AC Transit's fleet of buses with wheelchair lifts is approximately $8 million. Annual cost to maintain and replace the lifts is estimated at $990,000.

A six-month study, just completed, turned up 660 people out of a population of 1,133,000 residents in the cities from Fremont north to San Pablo who could get to a bus stop and use a wheelchair lift on regular AC Transit bus service.

Senior groups, prospective jurors receive bus information

SENIORS INFORMATION—Newark Division Assistant Superintendent Chuck Sigler assists senior citizens at Retirement Inn in Fremont by explaining how to use fixed route and Dial-A-Ride bus service in Fremont and Newark. Sigler's appearance is part of an on-going outreach program for senior citizens' groups in District 2.

Prospective jurors in Contra Costa County are receiving transit information in a cooperative effort between AC Transit and the Contra Costa County Courts.

More than 20,000 letters being mailed this month to potential jurors by the Jury Commissioner include a pamphlet prepared by AC Transit explaining how to get to the courts by bus.

An additional mailing will be made in January.

THE COVER — Size of AC Transit's Easy Bay service area is dramatically shown by this mosaic map from Pacific Aerial Surveys. At end of the last fiscal year (see Pg. 4 story), buses were operating through 13 cities along the East Bay shore to Fremont (lower center); Transbay lines carried riders across the Bay Bridge (left, center); and contract service extended beyond the hills to suburban communities.

September Financial Report

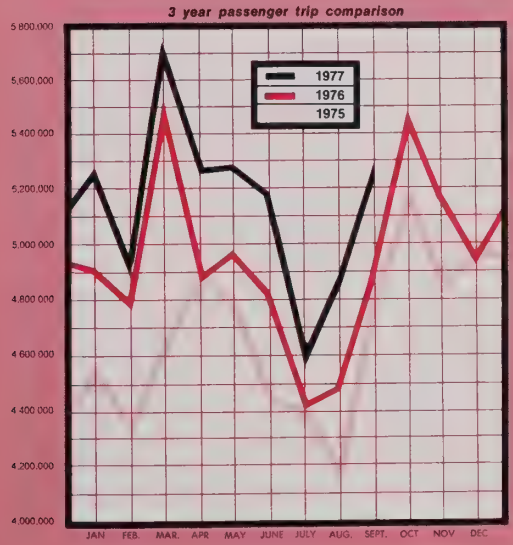
Passenger Trips	Sept., 1977	Sept., 1976	% Change
East Bay	3,833,326	3,641,330	5.3
Transbay	1,172,338	1,051,452	11.5
Fremont/Newark	103,853	81,855	26.9
Contract Services:			
BART	94,218	88,775	6.1
Concord	47,798	41,658	14.7
Pleasant Hill	11,363	11,024	3.1
Moraga/Orinda*	13,779	10,401	32.5
Antioch/Brentwood/ Pittsburg**	7,393	—	—
Total	5,284,068	4,926,495	7.3
Fare Revenue			
East Bay	$750,368	$708,697	5.9
Transbay	610,231	538,996	13.2
Fremont/Newark	19,720	15,034	31.2
Contract Services:			
BART	30,180	28,843	4.6
Concord	8,121	6,598	23.1
Pleasant Hill	1,786	1,644	8.6
Moraga/Orinda*	2,300	854	169.3
Antioch/Brentwood/ Pittsburg**	1,849	—	—
Total	$1,424,555	$1,300,666	9.5
Service Miles			
East Bay	1,383,755	1,383,564	—
Transbay	759,443	750,910	1.1
Fremont/Newark	121,850	67,756	79.8
Contract Services:			
BART	124,183	134,886	-7.9
Concord	47,773	42,047	13.6
Pleasant Hill	9,942	9,912	.3
Moraga/Orinda*	16,666	10,145	64.3
Antioch/Brentwood/ Pittsburg**	32,120	—	—
Total	2,495,732	2,399,220	4.0

* Contract service in Moraga/Orinda inaugurated Sept. 13, 1976.
** Contract service in Antioch/Brentwood/Pittsburg inaugurated June 6, 1977.

System expenditures, including allocation for depreciation and interest and principal on bonded debt, totaled $4,851,771. Operating income amounted to $1,657,379. Total income, including proceeds from property and sales taxes and Federal operating assistance amounted to $4,812,367, leaving $39,404 to be offset by accumulated cash reserves.

Contract services are being fully paid for by the communities involved.

Nationally, the transit industry showed an increase of 5.34 percent in total passengers carried.



Actions of the Board

At an adjourned regular meeting October 26, the Board of Directors:

- Awarded contract for furnishing automotive filters to Transit Equipment Manufacturing Co., in conjunction with Regional Transit Association joint procurement, on motion of Director Rinehart.
- Authorized service on Line 91B for Georgian Manor Mobile Home Park, Hayward, on motion of Director Bettencourt.
- Authorized re-routing Lines 64, 72, and 78 to serve BART stations when Saturday train service begins Nov. 19, on motion of Director Bettencourt.
- Authorized minor re-routing of Line 56 - Montclair - Bishop O'Dowd, on motion of Director Bettencourt.
- Adopted resolution that all buses purchased in the future be accessible to wheelchair users, on motion of Director Rinehart.

* * *

At a regular meeting Nov. 9, the Board of Directors:

- Authorized program of low capital improvements for elderly and handicapped, on motion of Director Holmes.
- Authorized advisory group for implementation of program for elderly/handicapped, on motion of Director Rinehart.
- Awarded contract to Brandt, Inc., for one electro-mechanical counter/sorter, on motion of Director Nakadegawa.
- Authorized General Manager to execute contracts with UMTA for a capital grant and grant amendment, on motion of Director Bettencourt.
- Awarded contracts for office machines and equipment to lowest responsive bidders, on motion of Director Berk.
- Authorized General Manager to advertise and seek bids for purchase of one portable building, subject to UMTA approval, on motion of Director Berk.
- Authorized reimbursing Booth Computer Corp. an additional $3,000 upon completion of computer program conversion, on motion of Director Rinehart.

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Daily Review editorial

(Continued from page 3)

property taxpayers, but some will also have to be borne by bus riders, too. The system must now meet at least 33% of its budget in fares. That means for every $2 that it will have to collect in taxes, federal subsidies and what-not to meet higher costs, AC will have to get another $1 in fares.

It's another point to remember before one gets too impatient with management to cave in to the union's demands.

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Vol. 20 No. 6 DECEMBER, 1977

Transit-Times

AC TRANSIT

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Old San Francisco Ferry Terminal Welcomes East Bay Passengers

What the Press is saying about transit

The INDEPENDENT

Bus service for Hercules, Pinole

The I-G commends the newly reorganized Western Contra Costa County Transit Authority for its efforts to arrange for AC Transit to extend its service into the Hercules and Pinole areas.

With Hercules one of the fastest growing communities anywhere and Pinole an already-developed city, it is time for both to be brought into AC's service area.

A contract proposal between the authority and the transit district is already in the works. We urge both agencies to finalize the pact so residents of both communities can begin to use public transit.

For the first two years of the proposed agreement the two cities and the county have agreed to put up the financing needed above and beyond fares to bring bus service to the area. After the two-year trial period residents of the area would have the opportunity to determine by ballot if they wish to be linked permanently to the AC district.

That many residents of the suburban area will switch to buses from their autos when service is available is demonstrable. AC reports that in its District 2 — Fremont and Newark — ridership last year was up 32.4 percent. The Concord local bus system showed a ridership increase of 49.1 percent, and Pleasant Hill 137.4 percent.

Pinole and Hercules have come of age and their citizens deserve the modern, reliably scheduled public transportation AC can provide.

Dial-A-Ride zones added

Fully implemented by the addition of two new zones Oct. 30, Fremont-Newark Dial-A-Ride system was serving an average of 1,000 passengers per week-day before the strike.

Highest ridership on a single day after the service became fully operational and before the strike halted service was 1,107 passenger trips, recorded Nov. 1.

The new zones, which rounded out the door-to-door non-commute hour specialized service, are in the Mission San Jose area of Fremont and northwest Newark around The Lake. Both areas involved expansion of previously existing zones.

Completion of the area's Dial-A-Ride system nearly coincided with the second anniversary of the opening of Newark Division. The newest of AC Transit's four divisions opened Nov. 24, 1975.

Veteran of 42 years On trains and buses Dies in San Leandro

Milton P. Samuelson, a retiree whose 42-year transit career included more than 30 years on Key System trains, died Nov. 18 in San Leandro at age 78. He had been retired since 1965.

Samuelson started out as a street car conductor in 1923, but switched to trains, serving first as a brakeman, then working forward to the cab. After the last transbay run of the F train in 1958, he made the switch to operating buses, serving out of Seminary Division.

Survivors include his widow, Marie; a daughter, Phyllis Turner; a son, Irving Samuelson; and two grandchildren.

Memorial services, delayed because of family illness, are expected to be held after the first of the year.

Joint buying plan will cut costs

Six major bay region transit systems will cut costs under a new joint purchasing program.

By joining together for the first time to purchase automotive filters, the systems will save 20 percent of current costs over the term of a one year contract, according to Alan L. Bingham, chairman of the Regional Transit Association of the Bay Area Board of Control and general manager of AC Transit.

Joint purchasing is one of the objectives of the association, which includes AC Transit, BART, Golden Gate Transit, SAMTRANS, San Francisco Muni and Santa Clara County Transportation Agency.

The bid price of $56,811 for filters for the six properties represents a savings of more than $16,000 compared to current prices of $73,000.

The six-system group now will proceed in the joint procurement of automotive lamps and, possibly, bulbs and batteries.

Bids for automotive filters were opened Sept. 30 by Santa Clara County, with Transit Equipment Manufacturing Company of Skokie, Ill., low bidder. Each transit system then approved entering into the contract.

The contract agreement offers a firm price on filters for a minimum of one year. Each transit property also will receive up to 10 oil analyses per month.

Safe driving record Set during 1976-1977

The monthly safe-driving goal set by Safety & Training was surpassed by drivers 44 times during fiscal 1976/77. This compares to the previous year when drivers bettered the established goal 38 times.

The monthly goal — 13,250 miles of accident-free driving — was bettered by Newark and Seminary divisions all 12 months during the year. Emeryville Division beat that goal 11 times and Richmond Division, 9 times.

During the same period, seven more operators achieved the record of driving 25 years without a chargeable accident. This brought to 23 the number of operators who have reached this safety milestone.

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Management Association Chooses officers for 1978 During December meeting

AC Transit Management Association officers were elected Dec. 3, at the annual holiday meeting.

Sworn in for 1978 were:

William F. Schmid, president; *Elta E. Ball,* vice-president; *Sharon L. Rodriguez,* secretary; *Toby G. Klieman,* treasurer; *Ben Davis, Jr.,* board of governors; and *Harry H. Foster,* board of governors.

The Management Association meets four times each year to discuss district activities.

All management personnel are eligible for membership in the association.

October safety target hit By all district divisions

Drivers at all divisions met the monthly safe driving goal during October, achieving a District-wide average of 15,351 miles on the road between accidents. Goal is 13,250 miles per chargeable accident.

Newark averaged 66,264 miles between mishaps; Emeryville, 14,480; Seminary, 13,988; and Richmond, 13,740.

Strike still side-lines bus fleet

AC Transit's strike moved into its second month as labor and management continued meeting in an attempt to resolve the current contract dispute which has idled the District's 826 buses since Nov. 21.

Union negotiators rejected an offer which would have brought drivers' wages to more than $20,000 per year average with a monthly income for retiring drivers in excess of $1,000 per month.

In a last ditch effort to avoid the strike, the District increased its total package offer by $2 million, raising the cost of the three-year proposal to more than a $12 million increase over the current annual payroll of $36 million.

Under the District's proposal, drivers

(continued on page 8)

Two cases illustrate pension facts

Two requests for pensions were approved at the last meeting of the AC Transit Pension Board, held July 29, 1977.

The following information, contained in minutes of the meeting, illustrates provisions of AC Transit's current pension plan.

DRIVER A: 67 years old and an employee for 31 years. Average earnings over the past five years of $19,320 a year or $1,610 per month. This driver retired with a pension from AC Transit of $651 a month, plus $437 from Social Security for a total of $1,088 a month.

Union demands would increase his pension from AC Transit to $805 a month — an increase of 24 percent, resulting in a total income of $1,242 a month.

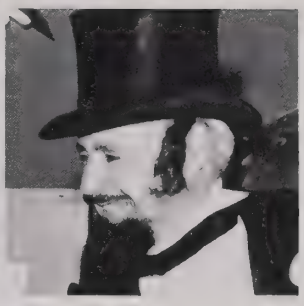
Due to tax advantages for those over 65, DRIVER A's spendable income, therefore, would be more than when he was working.

DRIVER B: 60 years old and an employee for 30 years. Average earnings over the past five years of $17,400 a year, or $1,450 a month. This driver selected a retirement option which gave him an immediate pension from AC Transit of $508 a month for life, plus a supplement of $217 a month until he is 65. At that time he is expected to receive at least $500 a month in Social Security, giving him an income of $1,008 per month.

The union demands the supplement of $217 be paid for life, which means after age 65 DRIVER B would have a total income of $1,225 per month.

Again, due to tax advantages, the driver's spendable income would be more than when he was working.

To continue the supplement to this worker would mean an increase of 43 percent in AC Transit benefits after he reaches age 65.



56-year career

Retirement is new act for Alevizos

NICK AND FRIENDS — Nickolas P. Alevizos is shown as himself (below) and as characters he has portrayed during transit and civic events.

When Nickolas P. Alevizos retires Jan. 1 after 56 years of service to East Bay transit, the following characters will be taking retirement bows along with him: Santa Claus, Uncle Sam, Abraham Lincoln, and Christopher Columbus.

These fabled figures are among those "Papa Nick" — long-time superintendent, Richmond Division — has impersonated for transit-related festivities and for civic and fraternal activities over many years.

The colorful career of 76-year-old "Papa Nick", who emigrated to the U.S. from his native Greece in 1916, started in 1921 when he bought a jitney route in Oakland. Jitneys were touring cars which hauled passengers at five cents a fare in competition with street cars.

This competition, which eventually escalated into bitter "jitney wars", led Alevizos, first, to form a jitney drivers' association which later expanded to become West Oakland Motor Bus Lines; then, in 1935, to merge that company into Key System.

Alevizos' service to the transit field has been paralleled by his eagerness to help a good cause or to high-light a celebration by costuming himself as a noted figure.

His longest-running role, of course, is playing Santa Claus. It's a holiday ritual that he began in 1933.

BY WATER AND RAIL — In this era, East Bay residents' route to a growing San Francisco was by ferry, such as the "Alameda," below, which docked at the original Ferry Building. Here, other forms of transit awaited.

New ferry building Opened to East Bay Passengers in 1875

San Francisco was bustling with an increasing level of commerce. East Bay rail-ferry traffic was growing. The time seemed right to Leland Stanford and his Central Pacific associates to construct a new terminal facility at the foot of San Francisco's Market St.

It was completed in 1875, and a newly-renovated river packet re-named "Oakland" was given the honor of making the first revenue run from Oakland's Long Wharf, which had opened four years earlier. Other ferries plying the busy east-west route were the "El Capitan" and the "Alameda."

The terminal lay-out included six ferry slips, horsecar and cable car service area, space for loading and unloading other horse-drawn freight and passenger vehicles, and a series of passenger waiting rooms. Topping the building was a four-sided clock tower.

Though its existence was brief (it was torn down 20 years later to make way for the present Ferry Building), the terminal had a long-term impact on East Bay transit. Its construction and successful operation spurred Central Pacific to design the Oakland Pier, which served thousands of passengers per day and remained an area landmark for 75 years.

THE COVER — This 19th-century photo, printed from a negative found in an old photograph file, shows the bustling activity characteristic of San Francisco's first Ferry Building. This wooden structure was demolished and replaced in 1898 by the somewhat grander building that is today one of that city's most famous land-marks. The terminal served East Bay ferry passengers, some of whom then boarded trains of the Central Pacific Railroad for destinations noted along the front of the building. It was still very much the age of the horse, as indicated by the horse-powered passenger and freight vehicles shown in the foreground. It was also the age of the grand old sailing vessels, whose masts are visible at upper right and center.

Passenger Trips	Oct. 1977	Oct. 1976	% Change
East Bay	4,223,410	4,074,863	3.6
Transbay	1,369,490	1,159,368	18.1
Fremont/Newark	120,959	91,063	32.8
Contract Services:			
BART	97,998	91.332	7.3
Concord	52,025	45,279	14.9
Pleasant Hill	11,232	11,648	-3.6
Moraga/Orinda	14,460	11,304	2.8
Antioch/Brentwood/ Pittsburg*	9,212	—	—
Total	5,898,786	5,484,857	7.5
Fare Revenue			
East Bay	$ 807,293	$ 780,177	3.5
Transbay	639,928	585,767	9.2
Fremont/Newark	22,836	16,854	35.5
Contract Services:			
BART	31,421	29,537	6.4
Concord	9,059	7,544	20.1
Pleasant Hill	1,716	1,664	3.1
Moraga/Orinda	2,381	1,835	29.8
Antioch/Brentwood/ Pittsburg*	2,302	—	—
Total	$1,516,936	$1,423,378	6.6
Service Miles			
East Bay	1,438,110	1,436,731	.1
Transbay	789,249	792,334	-.3
Fremont/Newark	130,843	89,455	46.3
Contract Services:			
BART	125,300	133,893	-6.4
Concord	47,527	44,060	7.9
Pleasant Hill	9,896	9,903	-.1
Moraga/Orinda	16,685	15,104	10.5
Antioch/Brentwood/ Pittsburg*	32,605	—	—
Total	2,590,215	2,521,480	2.7

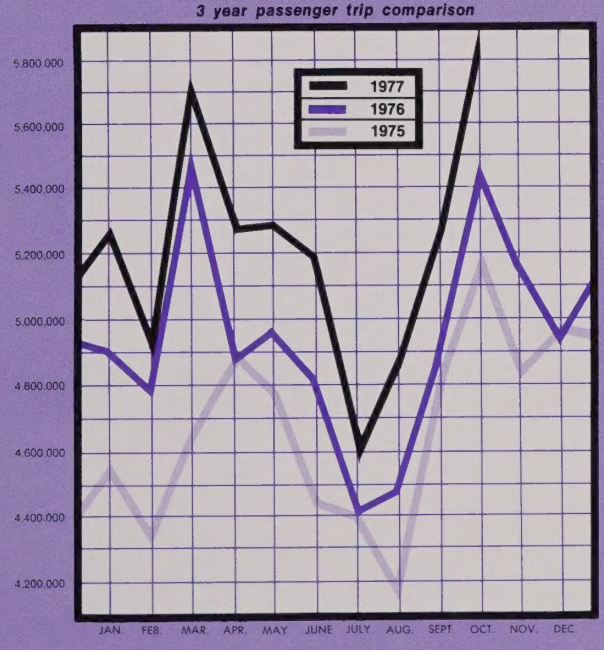
*Contract service in Antioch/Brentwood/Pittsburg inaugurated June 6, 1977.

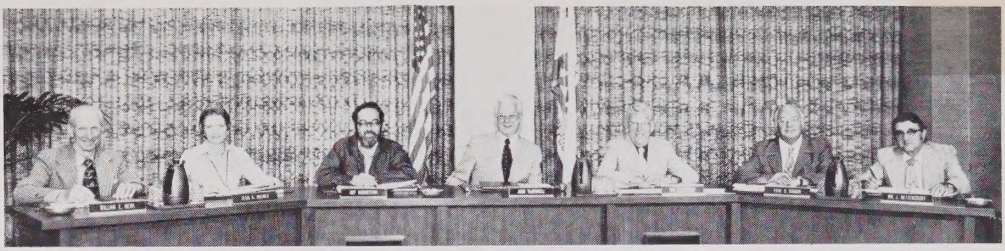
October Financial Report

System expenditures, including allocation for depreciation and interest and principal on bonded debt, totaled $4,850,189. Operating income amounted to $1,777,712. Total income, including proceeds from property and sales taxes and Federal operating assistance amounted to $4,904,271 leaving $54,082 to help offset losses accumulated earlier in the year.

Contract services are being fully paid for by the communities involved.

Nationally, the transit industry showed an increase of 3.91 percent in total passengers.





Actions of the Board

At an adjourned regular meeting Nov. 30, the Board of Directors:

- Authorized Golden Gate Bridge, Highway and Transportation District to seek bids for purchase of automotive lamp bulbs, in conjunction with Regional Transit Association joint procurement, on motion of Director Rinehart.

* * *

At a regular meeting Dec. 14, the Board of Directors:

- Authorized General Manager to advertise and seek bids for purchase of metal parts bins and metal bulk storage racks, subject to UMTA approval, on motion of Director Rinehart.
- Authorized General Manager to execute agreement with California Department of Transportation for installation and testing of wheelchair lift and securement devices on one district bus, on motion of Director Rinehart.

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ROBERT J. SHAMOON ..... Personnel Manager

Union strike continues into second month

(continued from page 4)

would return to work with an average annual pay of over $20,000 — with full percentage cost-of-living increases each quarter, projected to an average annual pay of over $23,000 in the third year of the contract.

Substantial improvements were offered by the District in the pension plan. But the final unresolved demand of the union had to do with additional payments for employees who retire in the future.

The pension plan, paid for entirely by AC Transit, when combined with Social Security would provide an income to retiring drivers at age 65 and older with 20 years service or more with a total income in excess of $1,000 per month.

Leaders of Local 192, Amalgamated Transit Union, responded by increasing their demands, going on strike, and then further increasing their demands which would cost an additional $10 million.

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